VOLUME VI NUMBER 4 February 11, 1969

CYCLE NEWS

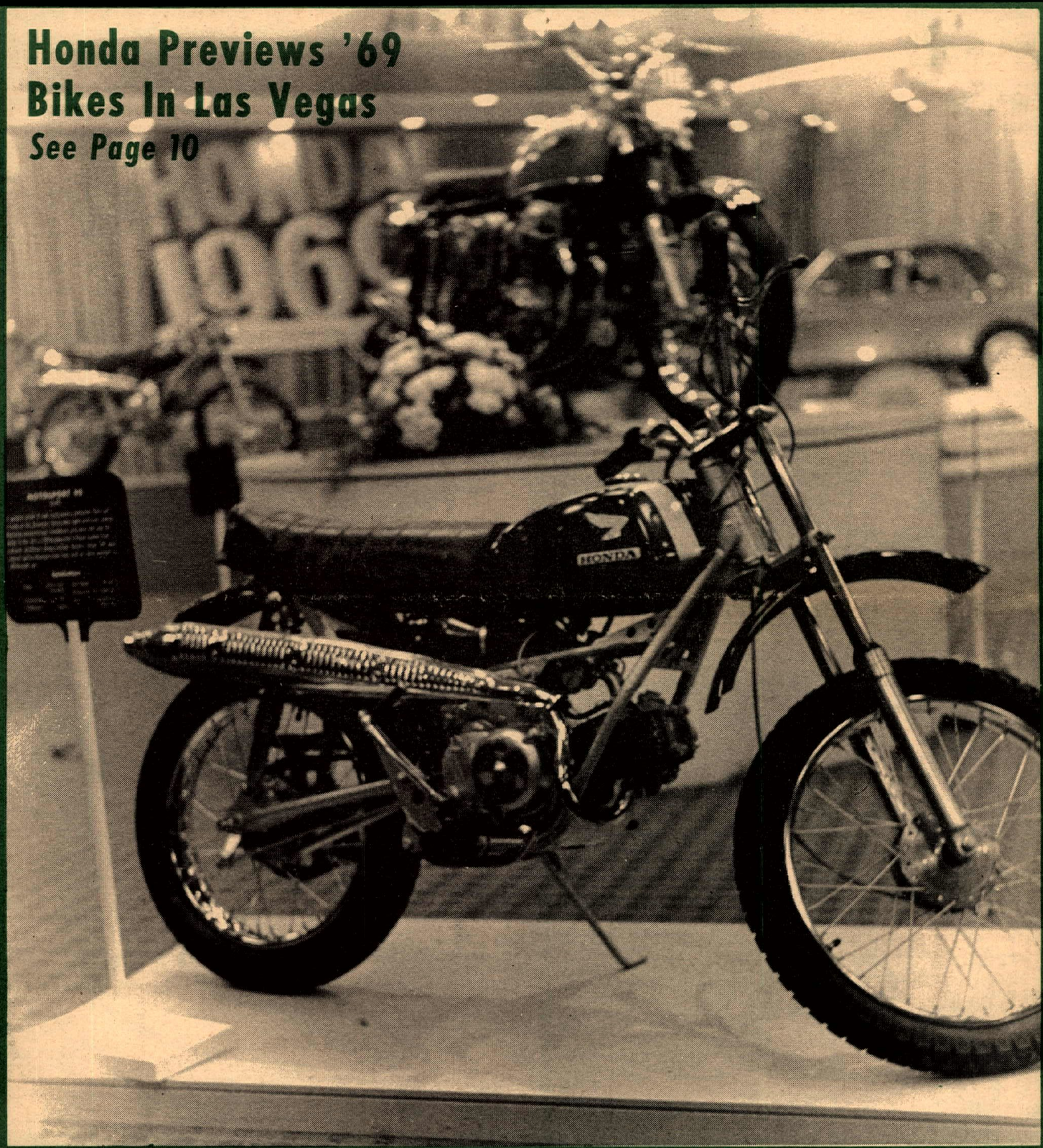
The Motorcycle Enthusiast's Weekly Newspaper WEST 25¢

Honda Previews '69 Bikes In Las Vegas

See Page 10

Beauty And Brawn At Trials

Jeff Smith Tells You How To Win



Destined to become Honda's biggest seller, the new 100cc Moto-Cross made its debut before Honda dealers this week. It will be in the neighborhood showrooms soon. For more glimpses of the new Honda line for '69, see page 10 & 11. — Photo by Chuck Clayton.

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

ATTENTION PUBLICITY COMMITTEES—Be sure to send Cycle News notice of your coming events and we will list them in this department free.

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

Take a friend to a motorcycle event this weekend!

EVERY FRIDAY NIGHT
TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

EVERY SATURDAY NIGHT
SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay, 100cc & 250cc.

EVERY SUNDAY
MOTORCYCLE DRAG RACING at Lions Drag Strip, 223rd and Alameda in Wilmington, Cal. Info: (213) 424-0961.

FIRST SUNDAY OF EVERY MONTH
MOTORCYCLE RACES at Deadman's Point in Apple Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Prac. 8 a.m., race 10 a.m. Info: Phone 71-339, Hwy 11, Rancho Mirage, Cal.

HARE SCRAMBLES by Americans M.C., limed from Hi-Vista Store, just north of Ponderosa, Cal., race at noon.

3rd SUNDAY OF EVERY MONTH
MOTO-CROSS races at Deadman's Point, Apple Valley, Cal. by the Hi-Desert Racing Assoc. All classes, free entry. Prac. 8:30 a.m., race 11 a.m. Info: (714) 247-7473 evenings.

CAUTION ADULTS AT PLAY

WED.–SUN., FEB. 5–9th
SACRAMENTO AUTORAMA at the old fair grounds. Two jumps a day by Evel Knievel.

FRIDAY, FEB. 7, 14th
INDOOR MOTORCYCLE SHORT TRACK by Bob Barkhimer Assoc. Inc. at the Cow Palace, San Francisco, Cal. Pit gate 6 p.m., trials or warm-ups, 7 p.m., races start 8:30 p.m.

FRIDAY, FEBRUARY 7
35 LAP INDOOR SHORT TRACK NATIONAL CHAMPIONSHIP by Pace Management Corp., Houston, Tex. (Astrodome).

SATURDAY, FEBRUARY 8
30 LAP INDOOR TT NATIONAL by Pace Management Corp., Houston Astrodome.

SCRAMBLES AND MOTO-CROSS RACING at the Fontana Drag Raceway, 13444 Foothill Blvd., Fontana, Cal. Gates open 5 p.m., time trials 5:30, race 7 p.m.

AFM NATIONAL AWARDS BANQUET at the Holiday Inn, West Covina, Cal. Cocktails 7:30 to 8:30 p.m., prime rib dinner. $6.60 per person. Reservation only before Feb. 2, with payment. Info: (213) 762-9875.

SAT. & SUN., FEBRUARY 8th & 9th
ELSINORE GRAND PRIX by the Gripsters M.C., AMA sanc. Dist. 37 desert scrambles. Races 11 a.m., small bikes Sat., big bikes and sidehacks Sun.

SUNDAY, FEB. 9th
MOTO-CROSS at the new Poso Park, 18 miles north of Bakersfield on Freeway 99 at Famoso Junction, by the Kern County Trailblazers. Prac. 9:30 a.m., race 10:30. Dist. 35 points.

CROSS COUNTRY at Coos Bay, Oregon. Info: 267-3311.

MOTO-CROSS SCRAMBLES by the St. Helens M.C. at Castle Rock Fairgrounds, Castle Rock, Washington.

2nd. ANNUAL SWEETHEART RUN by the Mary's Men, AMA sanc.; sign-in 8 a.m. to 10 a.m. at Honda of San Diego, Kettner and Ash.

AMRA TT races at Manzanita Speedway in Phoenix, Arizona; 11:30 a.m. prac., races at noon.

TRIALS by the Stockton M.C., AMA sanc. From north, limed from Business 99 to Alpine Ave. W., from south, limed on Hwy 50 to El Dorado St. N., then east to Alpine Ave., to Calaveras River near Weberstown in Stockton, Cal.

MONDAY, FEBRUARY 10th
REFEREES MEETING at the Lodi M.C. clubhouse, 8 p.m.

FRI.–SUN., FEBRUARY 14–16th
KERN COUNTY CUSTOM CAR & BOAT SHOW, Goode Auditorium, Kern Co. Fair Grounds, Bakersfield, Cal. Info: (805) 323-9819.

SATURDAY, FEBRUARY 15th
ACA CHAMPIONSHIP BANQUET AND DANCE, Coda's Restaurant, Buena Park, Cal. Cocktails 7 to 8 p.m. Reservations and info: (714) 528-4290.

SUNDAY, FEBRUARY 16th
LYTTLE CREEK ENDURO on North Riverside Ave. in Rialto by the Crestline M.C. and Rialto J.C.'s. Limed from Riverside Ave. and Highland. Start 9:01 a.m. Parent's release if under 21. Info: (714) 882-1818.

19th ANNUAL HI MOUNTAIN. Entries are closed.

19th. ANNUAL HI MOUNTAIN ENDURO by Cal Poly Penguins M.C.; AMA sanc., spark arresters required. Entries close Feb. 7. Start 9 a.m. Limed from Santa Margarita, Cal. Info: Box 111, San Luis Obispo, Cal. 93401.

CLASS A SPEEDWAY RACING at Whiteman Airport Stadium, 12850 Pierce St., Pacoima, Cal. Sign-up noon, race 1 p.m. Info: (213) 370-9800, after 6.

ACA MOTO-CROSS at Saddleback Park. Pits open 8 a.m., close 9:30, race 11:30. 100cc through Open, Sportsman and Senior.

50-MILE TRAIL POKER RUN at Tacoma, Wash. by Tacoma M.C. Sign-up 8 a.m. at Graham Speedway, 9 miles south of Puyallup. $100 for best hand. Info: (206) LE 7-5793.

CMC ROAD RACE at Carlsbad, Cal. Info: P.O. Box 1334, Huntington Beach, Cal. 92647.

ENGLISH TRIALS by the San Diego Trials Riders at Elsin Forest, near Escondido, Ca.; take 9th. St. W. from U.S. 395 in Escondido. Limed and signed, about six miles. Camping & groceries. Mufflers mandatory, no expansion chambers. Sign-up 9 a.m., start 10 a.m.

SCRAMBLES by the Stockton M.C. at Lone Tree, Cal., three miles east of Jack Tone, Lone Tree roads intersection, north east Manteca, Cal. Sign-up 9 a.m., race at noon. Info: (209) 463-3912, before 6 p.m.

HARE & HOUNDS by the Desert M.C., Dist. 37 points; 10 a.m. start, marked from Lucerne, Cal.

ROUGH SCRAMBLES, AMA sanc., by the Taft M.C., quarter mile east of Maricopa, Cal.

FEB. 16, MAR. 8, APR. 13, JUN. 8
TT SCRAMBLES by the Hi-Boots M.C. at Dehesa Speedway. Take Interstate 8 to Harbison Canyon Rd., signs & lime from there. Prac. 10 a.m., race noon. Dist. 38 & national sporting points. Info: 4140 Acacia Ave., Bonita, Cal.

SUNDAY, FEBRUARY 23rd
CMC GRAND PRIX at Carlsbad Raceway, Carlsbad, Cal. Gates open 7:30 a.m., race 9 a.m. Leathers required. 75% dirt, 25% asphalt. P.O. Box 1334, Huntington Beach, Cal. 92647.

ACA OPENER GRAND PRIX ROAD RACE at Willow Springs Raceway, Rosamond, Cal. All prod. & G.P. classes. Pit gates open 8 a.m., first race 11:30 a.m.

HARE SCRAMBLES by the Sidewinders M.C., limed from Red Mountain, Cal., AMA sanc. Start 10 a.m.

SUNDAY, MARCH 2nd
DESERT RACE by the Hi-Boots M.C. at San Felipe, Wash., east of Ocotillo Wells on Hwy. 78.

9th ANNUAL 100-LAP AMA TT GRAND PRIX at Ascot Park, 183rd St. at So. Vermont Ave., Gardena, Cal. Prac. 11 a.m., time trials noon, race 2:30 p.m. Also sidehack. Info: FA 1-5323.

SUNDAY, MARCH 9th
CROSS COUNTRY at Coos Bay, Oregon. Info: 267-3311.

75 MILE NATIONAL CHAMPIONSHIP ENDURO by the Georgia Crackers M.C., Decatur, Ga.

DAYTONA SPEED WEEK
March 10 to 16

MON: Registration and practice, amateur and expert.
TUES: Reg. & prac., all classes.
WED: Prac. & Sportsman Road Race.
WED. NIGHT: Short-track, novices only.
THURS: Prac. only, plus enduro. Also qualifying time trials at speedway.
FRI: Qualifying time trials & heat races for novices and 250cc combined. 100-mile amateur race.
FRI. NIGHT: Short track, amateur and expert only.
SATURDAY: 76-mile novice race. 100-mile amateur-expert race.
SATURDAY NIGHT: Short track, amateur & expert only.
SUNDAY: 200-miler, experts only.

SUNDAY, MARCH 16th
TT SCRAMBLES at Adelanto, Cal., by the Desert Fantom M.C. On Hwy 395. Dist. 37 points. Small bikes 9 a.m., big bikes and sidehacks 1 p.m. Info: (714) 246-7551.

CMC ROAD RACE at Carlsbad, Cal. Info: P.O. Box 1334, Huntington Beach, Cal. 92647.

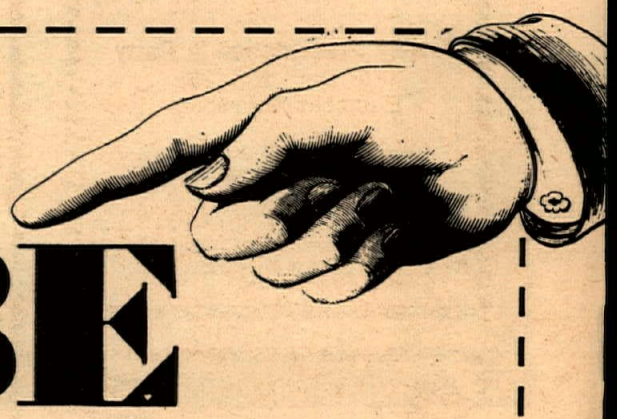
SUNDAY, MARCH 23rd
CMC MOTO-CROSS races at Carlsbad, Cal. Info: P.O. Box 1334, Huntington Beach, Cal. 92647.

SAT. & SUN., MARCH 29 & 30th
VIEWFINDERS GRAND PRIX at Albertson Movie Ranch. Ltwt. & Powderpuff Sat., hvywt. Sun. Entries close March 15. Viewfinders M.C., 6333 Woodman, Suite A, Van Nuys, Cal.

SAT. & SUN., MAR. 29 & 30th
GRAND PRIX SCRAMBLES by the Viewfinders M.C. and the Stunt Men's Assoc. at Westlake, Cal., AMA sanc. Entries close Mar. 15, $8. Viewfinders M.C., 6333 Woodman Ave., Suite A, Van Nuys, Calif.

SUNDAY, MARCH 30
95 MILE ENDURO NATL. CHAMPIONSHIP by South Jersey Enduro Riders, Mt. Ephriam, N.J.

WHY ???? SUBSCRIBE



Why Not Look At All You Get ☐ $7.50 1 year ☐ $12 for 2 years

(VIA 2nd CLASS MAIL)

* FIRST reports and results of National and Local events.
* SAVE $5 to $13 over single copy price.
* FREE Cycle News decal.
* SPEEDIER delivery.
* NEWS before it's history.
* FREE delivery to your mailbox.
* GUARANTEED delivery of every issue.
* YOUR NAME on the front page.
* FIRST CHANCE at Want Ad offerings.
* MOST complete dealer & services directory in the West.
* UP-TO-DATE schedule of events.

Via 1st class mail for one year $18. ☐
Via Air Mail for one Year $26. ☐
This is a new subscription ☐
This is a renewal ☐
I enclose check or money order ☐ or
please bill me later ☐

PLEASE ALLOW THREE WEEKS FOR NEW SUBSCRIPTIONS TO START.

NAME _____
ADDRESS _____
CITY _____
STATE _____ ZIP _____
(due to postal regulations we must have zip codes on all subscriptions)

Mail to: CYCLE NEWS, Box 498, Long Beach Calif 90801

SAT. & SUN., MARCH 29 & 30th
VIEWFINDERS GRAND PRIX at Albertson Movie Ranch. Ltwt. & Powderpuff Sat., hvywt. Sun. Entries close March 15. Viewfinders M.C., 6333 Woodman, Suite A, Van Nuys, Cal.

WED.–SUN., APRIL 2–6
CYCLE '69 annual cycle show at Brooks Hall, San Francisco, Cal. Info: International Sport Cycle Expositions, P.O. Box 5945, San Francisco, Cal., 94101.

THURS.–SUN., APRIL 3–6
WESTERN NATIONALS show at the Great Western Exhibit Hall, Los Angeles by the National Custom Car Club Assn., Canoga Park, Cal.

SUNDAY, APRIL 6th
CHAMPIONSHIP CROSS COUNTRY at Coos Bay, Oregon. Info: 267-3311.

SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington 98611.

SUNDAY, APRIL 13th
CMC MOTO-CROSS races at Carlsbad, Cal. Info: P.O. Box 1334, Huntington Beach, Cal. 92647.

SUNDAY, APRIL 20
100 MILE ENDURO NATIONAL by Bristol Twins M.C., Bristol, Va.

CMC ROAD RACE at Carlsbad, Cal. Info: P.O. Box 1334, Huntington Beach, Cal. 92647.

SUNDAY, APRIL 27
90 MILE ENDURO NATIONAL CHAMPIONSHIP by Tompkins County M.C., Newfield, N.Y.

TEAM SCRAMBLES by the Hi-Boots M.C. at Dehesa Speedway. Take Interstate 8 to Harbison Canyon Rd. Signs & lime from there. Race on moto-cross course. Info: 4140 Acacia Ave., Bonita, Cal. 92002.

SUNDAY, MAY 4
175 MILE ENDURO NATIONAL CHAMPIONSHIP by Midwest National Enduro Riders, Sterling, Ill.

DIRT TRACK NATIONAL CHAMPIONSHIP by John Blanton at Cumberland, Md.

HALF-MILE NATIONAL in Cumberland, Maryland.

SUNDAY, MAY 11
DIRT TRACK NATIONAL CHAMPIONSHIP by Professional Motorcycling Inc., Terre Haute, Ind.

SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington 98611.

SATURDAY, MAY 17
50-lap on 1-1/8 mile race-track at Nazareth, Pa.

SUNDAY, MAY 18th
MOTO-CROSS RACES by the Hi-Boots at Dehesa Speedway. Take Interstate 8 to Harbison Canyon Rd. Signs & lime from there. Prac. 8:30 a.m. Experts race 10 a.m., novices follow expert program.

SUNDAY, MAY 25
250 MILE NATIONAL CHAMPIONSHIP ENDURO by Enduro Riders Assn., Columbus, Ohio.

SUNDAY, MAY 25
1/2-MILE DIRT TRACK NATIONAL CHAMPIONSHIP by Jack Vanino at Reading, Pa.

SATURDAY, MAY 31st
CLASS "C" TT SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington, 98611.

SAT., MAY 31, SUN., JUNE 1
500 MILE GREENHORN NATIONAL CHAMPIONSHIP ENDURO by the Pasadena Motorcycle Club, Pasadena, Calif.

SUNDAY, JUNE 1
HALF-MILE NATIONAL at Livonia, Mich.

SATURDAY, JUNE 7
DIRT TRACK NATIONAL CHAMPIONSHIP at Louisville Downs, Louisville, Ky.

SUNDAY, JUNE 8
115 MILE ENDURO by Back Mountain Enduro Riders, Dallas, Pa.

FRI.-SUN, JUNE 13–15
100-MILE NATIONAL ROAD RACE at Loudon, New Hampshire.

SATURDAY, JUNE 14th
CLASS "C" TT SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington, 98611.

SUNDAY, JUNE 22
15-MILE MINI ROAD RACE NATIONAL CHAMPIONSHIP by Pittsburg Racing Assn., Heidelburg, Pa.

FRIDAY, JUNE 27
25-LAP NATIONAL TT by Santa Fe Park Enterprises at Hinsdale, Ill.

SATURDAY, JUNE 28th
CLASS "C" TT SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington, 98611.

SUNDAY, JUNE 29,
CHARITY NEWSIES DIRT TRACK NATL. CHAMPIONSHIP 1/2-MILE at Columbus, Ohio.

SATURDAY, JULY 12th
CLASS "C" TT SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington, 98611.

SUNDAY, JULY 13th
FIELD MEET FOR 125s by the Hi Boots M.C. at Dehesa Speedway, east of El Cajon. For 125s and under, trail, street or race. Info: 4140 Acacia Ave., Bonita, Cal., 92002.

Runs Rain or Shine

CMC MOTORCYCLE Grand Prix

FEB. 23

NEW. 3.5 mile course
75% Dirt – 25% Asphalt
gates open 7:30 a.m.
first race 9:00 a.m.

Full Protection

CLASSES
0-125cc
126-250cc
251-500cc
Open

ENTRIES
Close Feb. 15th
Mail entry $5.00 – Post $25.00
CMC – PO Box 1334
Huntington Beach, Cal. 92647
PH.: (714) 539-3328

3 # Plates

Carlsbad Raceway
7 miles east of San Diego Fwy on Palomar Airport Rd.

PRESENTING THE 1969

CHAMPIONSHIP MOTORCYCLE SCRAMBLES

WITH CASH AND TROPHY AWARDS

SATURDAY NITE
FEB. 8th

FEATURING THE
MOTO-CROSS RACING
4 DIVISIONS • JR. & SR. CLASS IN EACH DIVISION
DIVISION BREAKDOWN
0 to 125 CC • 126 to 250 CC • 251 to 500 CC, and OPEN (FOR SENIOR RIDERS ONLY)

SCHEDULE: GATES OPEN 5 PM • TIME TRIALS 5:30 • RACES BEGIN 7 PM

FONTANA DRAG RACEWAY
13444 FOOTHILL BLVD • FONTANA, CALIFORNIA

PROSPECTORS M.C.

Trophy Presentation & Party
For Dec. 15, 1968
European Scrambles

Feb. 7th

Time: 8 p.m. – Place: Manhatten Beach Property Owners Assoc. Hall at 540 Rosecrans, West of Sepulveda.

ROAD COMPETITION CLUBS

advertise your coming events in a space this size for only $19.50 (non-profit club rate). Send us the information and a check or money order and we'll do the rest.

(DEADLINE IS WEDNESDAY, 5 p.m.)

Cycle News Ads
Box 498, Long Beach, Calif. 90801

"America's Weekly Motorcycle Newspaper"

You'll Always See It FIRST in CYCLE NEWS

Publisher. . . . . Charles C. Clayton
Business Manager. . Sharon Clayton
Managing Editor. Wayne Flemington
Production Manager. .Dennis Greene
Assistant Editor & Lab Technician . . . . . Bill Pettigrew
Bookkeeper. . . . . Susan Whitelaw
Circulation Dept. . Jenny McDonald
Receptionist. . . . . Sandra Purdy

Published weekly except the first and last week of the calendar year by C&S Publishing Co., Post Office Box 498, Long Beach, California, also publishers of State Cycle News for the Eastern states.

Second Class Postage paid at Long Beach, Calif.

Editorial stories, cartoons, photos, etc. are welcomed and will be paid for upon publication (except press releases and "Voice" letters.) Addressed, stamped envelope assures return.

Single copy price. . . . . 25¢
Subscription: one year 2nd class mail $7.50

Advertising rates and circulation information will be sent upon request.

NATIONAL ADVERTISING DIRECTOR. . . . . Thomas R. Culp
Cycle News (West), P.O. Box 498, Long Beach, Calif. 90800
Tel. (213) 423-0431.

EASTERN ADVERTISING MANAGER . . . . . Frank R. Mayer
State Cycle News (East)
P.O. Box 13, Amherst, Ohio 44001
Tel. (216) 984-2433

VOICES OF THE WEST

QUESTION REMAINS

Mr. Dye, I'm flattered that my question rated one of your two and a half dollar letters. However I can only guess why my question has given rise to a public accounting of your enterprises. Mr. Dye. Whatever the reason it's entirely irrelevant.

Stick to the point Mr. Dye. My letter simply posed the question of whether or not the west coast AMERICAN riders were being gouged, relative to their east coast counterparts. The international riders were specifically omitted – that's an altogether different story.

The facetious suggestion about the Bill Blakeslee Moto Cross Series would only create yet another independent hard headed group in our sport. Exactly opposite to what is needed. Besides I've already served my time, Mr. Dye, in the AMA, AFM, and ACA, back in the time before you became the Kindred Spirit of Moto Cross.

Any light you can shed on this question, Mr. Dye, would be appreciated by us all. When an amateur sport is converted to a commercial venture then all enthusiasts must be concerned. They have a right to know what's going on since they are the ones that ultimately supply the support in dollars. They also must bear the consequences that will affect their sport and even their personal riding.

Do not, then, those that profit from our sport have an obligation as to the welfare of our sport?

The question of amateur/professional is a difficult one in all sports. This question is raised, make no mistake, when profit enters the scene. The M.R.I. has bucked the problem for many years and I do not believe they are satisfied yet.

Do not feel persecuted Mr. Dye. It is only that you have entered a sport that is close to my heart. And I feel that open, honest and subjective discussion can make my sport even better.

BILL BLAKESLEE
Downey, Calif.

MONEY TO RESCUE 3

I'd like to thank Rescue 3 for the dune buggy ride and most important the first aid I received after "kissing" the handle bars on a fantastic loop-de-do. As for the Lancaster "Hospital", which is fully equipped with one nurse, one doctor and three benches, they can have it. Their doctor was out eating when officially he is supposed to be on duty. It was not until five hours after the incident that I actually received stitches.

Could you please print Rescue 3's address, so I can send a donation to be used for radio equipment.

JEFF ANDREWS
La Crescenta, Calif.

Rescue 3: P.O. Box 1136, Barstow, Cal. 92311.

BUSHMASTERS TRIED

Concerning the Bushmasters fiasco, sure they made a lot of goofs, but they must have tried to put on a legitimate point run.

There were separate class sign-ups, good toilets, ambulance, Rescue 3 (who worked their butts off), and radio contact on the course.

One 1968 point run had none of the above. With new clubs or ones with a bad run, a Sports Committee official should ride the course early with lime-carrying club members and make any necessary corrections.

WES ANDERSON SR.
Los Angeles, Cal.

MERRY MOOSE RUN

Just wanted the motorcycling world to know that they missed one of the funnest mud wompin' runs in a long time – the 4 Aces Moose Run Sunday, Jan. 26.

Everyone realized their club had no control over the weather, and this was the only drawback...and only at times.

We talked about the race all the way home, and the more we talked, the more we realized what a fantastic job this club did.

Although only one of my sons finished the race, our helmets, as muddy as they are, are off to you, 4 Aces.

THE DARRELL WEYLER FAMILY
Los Angeles, Cal.

DAHMS AND POLICE

Permit me to answer my critic, Mr. W.E. Van Drielen of Sparks, Nevada. Either he read a different article by Miss Dahms or he misinterpreted her "Question of Law and Order."

Barbara Dahms speaks of police bashing people on the skulls, shooting indiscriminately, spraying mace, crime in the streets, hippies in the streets, Negroes in the streets, teen-agers in the streets and demonstrators in the streets. She speaks of murder, killing in the form of war, alcohol and marijuana.

No where did I read one word about cyclists unless Mr. Van Drielen thinks she was speaking about cyclists she had seen. As for police harrassement of street riders being a major problem, I think he should examine his riding habits.

My husband and brother (who races) have been street riding several years. They've been stopped on occasion, but never harrassed. My 12-year-old son rides in the dirt, (to play) and at times the police have watched him in interest, but never harrassed him.

Of course, the Torrance Police & Los Angeles Police are known for their courtesy. If one will treat the police officer with respect, he will treat you with respect.

MRS. JOHN HONEYCUTT
Torrance, California

INFORMATION PLEASE!

This is not a complaint; it's more of the way of a search for information. I have received your paper for more than a year and have enjoyed most of your news. But as an older rider (46, have been riding 28 years) I have passed through most of the racing, hillclimbing, stage and still enjoy reading about them.

Now in the last five years or so I have been making the road rides – Death Valley, Yuma Prison Run, Colorado River Run, (which I plan to make 15-16 Feb.) I've noticed you have very little coverage of this type of run.

I realize it may not be your fault, as you might not receive this information. But if you know of any paper that covers more of the road rides I would appreciate information on it, as I would like to read of these rides.

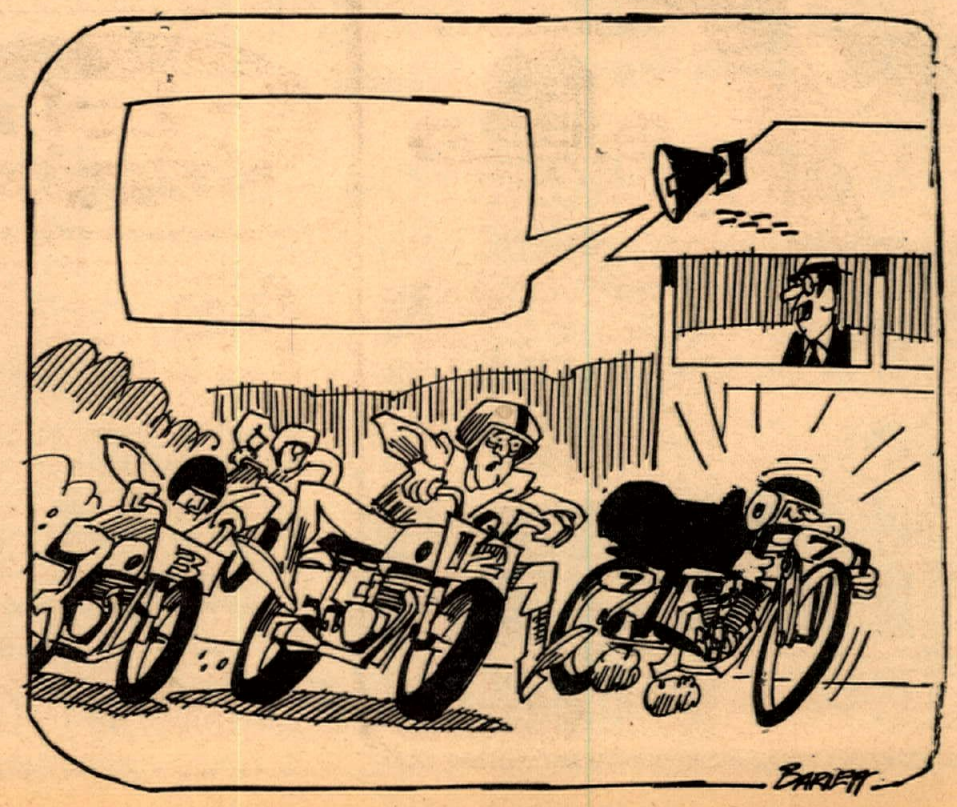
FRASER E. BERG
Tucson, Ariz.

COMMENT: There is no other publication in the U.S. that devotes as much space to road runs as Cycle News. We'd like to do more, but our road correspondents keep drifting away.

Finish The Funny Rides Again

Here we have another comic situation created by the Scarlett Streak (alias cartoonist Jerry Barnett). Only again, as occasionally in the past, he left the joke line out. What good is a cartoon without a joke line, we ask you? Well, it gives you readers a chance to stretch out your funnybones and win some money. All you have to do is write your joke line in the space provided and send it in to Cycle News. The one that makes us laugh the loudest wins the first (and only) prize: $5 in U.S. spending money. What is the announcer saying over the loudspeaker? Or, for that matter, what could number 12 or number 3 be thinking as ol' #7 overtakes them (or are they overtaking him?)? It's a real toughie this time, sports fans. But we are confident that, as usual, your sense of humor will finish this funny in hilarious style.

Entries should be addressed to: *Cycle News "Finish the Funny Contest", Box 498, Long Beach, Calif. 90801.* Deadline for postmarks is Friday, February 14. The winner and runners-up will be announced in the following issue.



COOLEY'S COLUMN

By Wes Cooley

The Role of the State Attorney

I was very happy to see Tom Clark's (AMA Director of professional racing) statement in Cycle News last week concerning the residents of California and the AMA regarding suspensions. Many people in this state have spent a great deal of time and money assuring the rider his right to be able to select and ride with the association he wishes and participate in the events of his choice. There are thirty-seven other states in the United States that have this same law which allows the rider freedom of choice to participate in any event he wishes as long as he is a member of that association without being discriminated against.

I cannot understand why the riders in these other states do not contact the State Attorney and ask that this law be enforced. I also do not understand why all of a sudden the AMA is starting to crack down on the professional riders who ride in other than AMA sanctioned events.

For the last two or three years AMA professionals have been allowed – correction – have been riding in non-AMA events with the knowledge of the AMA officials, but have not been suspended. I cannot believe that the AMA really has any fear of the non-AMA motorcycle associations, except for the possibility of scaring some of the riders who are sitting on the fence and might start participating in other associations' sanctioned events.

Realistically, what good did it do to suspend for 15 days riders who participated in the road race on September 26th? It really did not in any way prevent these riders from participating in any AMA nationals because most of the people suspended were road racers and would not be competing in any of the flat track events. It is for certain, however, that they received a great deal of notoriety for their suspensions and possibly this is a warning to others of what might happen if they participate in non-sanctioned events.

I think it is truly a shame, because a lot of moto-cross riders in the east would like to compete against the Europeans, and with these suspensions there might be some hesitation on their part to do so in 1969.

Any rider interested in participating in the events of his choice and also in preserving his basic right to select and choose as he wishes, should contact his State Attorney, make him aware of the situation, and request that the State look into the matter with the possibility of issuing a cease and desist order to the AMA.

I know this does not help the public relations between the non-AMA associations and the AMA, but I really don't believe many of the top AMA officials agree with this particular rule. I'm sure all of them want and expect the privilege of joining any club or association they wish without feeling they might receive reprisals from any other association they might belong to, should they participate in the activities of either organization.

The AMA has made many changes in their basic rules and regulations in recent years, and maybe 1969 will see a change in this rule. With many of the new liberalized rules and regulations the AMA is coming closer and closer to the rules used in motorcycling throughout the entire world, and we certainly hope they will be able to see the advantages of belonging for the betterment of the competitive sport of motorcycling in the United States.

Flash Flood Danger Stops Race As Torgerson Crosses Line

Story and Photos by Dick Wright

RANDSBURG, Cal., Jan. 26 – Dennis Torgerson pressed hard through the rain to cross the line first after one lap of the Moose Run, planned for two laps. The race was called at that point because of the possibility of flash floods, Torgerson being declared the winner.

It had rained hard all week, and the Four Aces Club had just about had it with trucks being caught in flash floods and lime being washed away; but they went out and bought thirty-six rolls of yellow tape and marked the entire course over again on Saturday afternoon in the rain.

There were 400 riders ready to go at 11 a.m. The start was delayed for an hour to give all the riders who had trouble on the highway a little more time. The rain started to pour down as the banner was dropped, but there was no turning back now. You could hardly see where you were going in the driving rain, but this wasn't supposed to matter just as long as you were out there racing. Desert riders are a determined bunch.

After 51 slippery, wet, and cold miles, Dennis Torgerson, #9x came in on a 250 Husky tuned by Tracy's of Burbank; his time was one hour and twenty-five minutes. Torgerson has been riding for six years and has six 250 Class wins to his credit. He has always been up with the front runners, but this time he was not only able to go fast and keep out of trouble, but he was also able to keep his engine dry by reading the territory to stay out of the deep marshes and waterholes that proved to be the downfall of many riders.

The start turned out to be a good one, even though the wind had blown the banner and everyone got a little nervous, but no one jumped the gun. It was difficult to see the smoke bomb in the rain, and some of the riders went off through a saddle between the mountains two miles before the smoke.

Dick Camp, #535x, on a Bultaco was in the lead at the smoke, followed by Steve Holladay, #714, on a Husky, and Mike Burke, #42, on a Triumph. The first check was a flying check in a narrow canyon, and the second was located fifteen muddy miles later in the roughest section of the course. Some of the sandwashes had a foot of running water in them, and the clay marshes had turned to "quicksand"; you were dropped hub-deep in mud and stopped dead, almost throwing you over the bars. Of course, the big concern for everyone was the possibility of becoming stuck out in the cold and wet weather, which turned the race into a test of survival.

Torgerson, who had been running seventh at the smoke, had moved up to third by the first check, when Dick Camp, the early leader, dropped into a big hole and waved everyone off. Phil Bowers, #139x, then took over the lead, with Mike Burke in second and Torgerson third.

Torgerson began to apply the pressure after the second check when he could see both of the opponents going down one of the long hills in front of him. He decided to go all out, with an overall win as his objective, and moved past Burke in the rocky section. He got by Bowers next, who had run into trouble on a long and steep slate hill, then powered into that welcome finish line first.

There he was told that the two-loop race had been shortened because of the danger of flash floods. Phil Bowers was second on his 250 Yamaha and Mike Patrick #421x, was third, also Yamaha-mounted. A muddy and cold Mike Burke was fourth, and was first Open Class. Dick Camp pulled himself out of the ditch and came in for a well-deserved fifth.

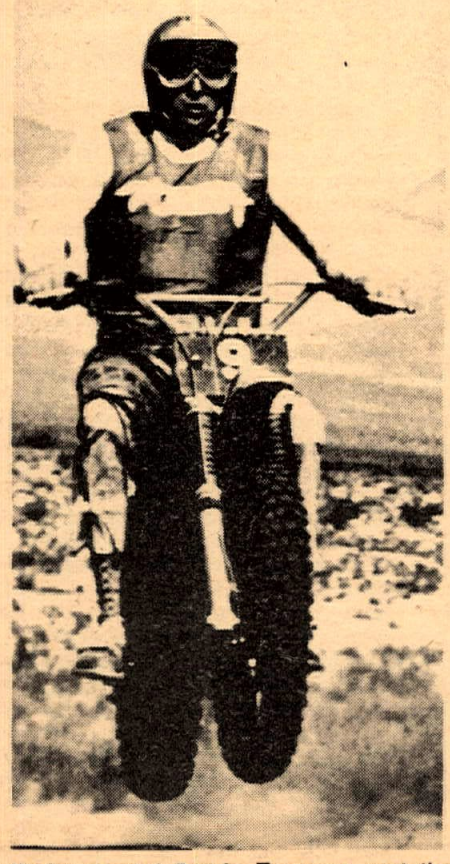
Trail Bike Difficulties

The trail bikes had a much rougher time of it, having less traction and power, and those mud hills proved to be almost impossible. The lead changed many times between Jack Morgan, #1, on a Hodaka, Robert Kessler, #377, on a Sachs, and Wes Anderson Jr., #4, on a Harley Davidson.

Wes managed to keep his bike the dryest, and pulled in to win it, with Kessler, a very classy Novice, and Jerry Jetton, an Expert numbered 26p on a Sachs following closely. Earl Allen, another novice, came in fourth also on a Sachs, bearing the number 46p.

Jeff Wright, #76, was next on his S.S. Hodaka, followed by three Novices: Paul Nyland, #55p, George Curry, #894, and Dave Sealy, #934, plus Amateur Bill Barkkari, #105, all on Hodakas.

The Four Aces are to be congratulated for their all-out effort under adverse conditions.



Husky mounted Dennis Torgerson read the course well and finished first over-all. Only 100 of the 265 big-bike entries finished this muddy Randsburg, California run. At least 50 bikes were left out on the course overnight and pulled out by four-wheelers the next day.

Wes Anderson Jr. aboard his new Harley mount managed to be one of the lucky 35 to finish out of 135 entries in the trailbike class. Wes snatched first trailbike honors.

AGGIE Reflector Decal

AGGIE 98

J.C. AGAJANIAN
(State Approved)

USAC and AMA Approved
Meets or Exceeds
Z90-1, 1966 Standards

J.C. AGAJANIAN
INTRODUCES THE
AGGIE 98 SAFETY HELMET

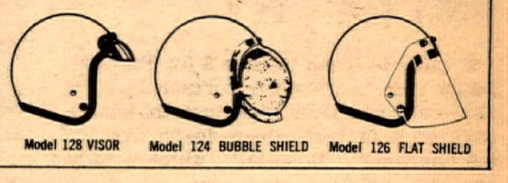
He's the King of Racing. Sports car racing... Motorcycle racing... championship open-cockpit racing. He's the man behind the scenes whose nickname ("Aggie") and lucky racing number ("98") have been a major influence in racing sports for more than 20 years. As a Director of the U.S. Auto Club, which establishes professional racing safety regulations, no one knows safety needs better. Aggie 98 is designed to give every cycle, hot boat, sports car, dragstrip driver and skydiver the **safest** helmet. Coming from Agajanian, it has to be!

STP

RACING DECALS

Firestone

AGGIE 98 SAFETY HELMET



Model 128 VISOR Model 124 BUBBLE SHIELD Model 126 FLAT SHIELD

ASC
AMERICAN SPORTS CO., INC.

76 UNION

AGGIE OF VIPs
P.O. Box 307
Redondo Beach,
California 90277

Enclosed is $....., for the below checked items. (Check or money order only, no C.O.D.'s please. California residents must add 5% sales tax.)

Please send the following items:

____AGGIE Helmet, size____(S,M,L) White or Metalflake in red, blue, or. gold: $32.95 ea.

____Visor, Universal: $1.95

____Competition Shield (Flat): $2.95

____Competition Shield (Bubble): $4.95

____AGGIE Helmet reflector decals. (State approved): 2 for $1.

____J.C. Agajanian Race Team Package: Six Indy decals, (2 Aggie Hats, Firestone, STP, Union 76 and ASC): $1.50

____Color, (8½X11) Autographed Indy Photo of Aggie and Indy Rookie-of-the-year, Billy Vukovich: $1.00

____AGGIE Helmet Bag: $4.95

Name .....

Address .....

City .....

State ..... Zip .....

Jeff Smith Tells School How To Win

by Maureen Lee

It stands to reason that this week's column would have something about Jeff Smith in it. He's just about the best scrambler the world has seen; in overall points since he started competing he is still an impressive distance ahead of the formidable Torsten Hallman, even though Jeff's last World Championship was a few years ago. In the "Marathon Title" as they call it in Europe, he stands with 571 points, Hallman at 500. To earn points towards that title you have to place in the top six in the big International G.P. races, so although he hasn't held that Championship for a while it's more than obvious that Jeff and his Beezer are still a force to be reckoned with. When you win a G.P. all you get is eight points!

As a person to talk to, the old adage of "The bigger the name the nicer the guy" comes to mind after meeting him and listening to him at the Long Beach movie showing and attending the scrambles lecture. Not only does he know his sport thoroughly, but he can communicate what he has learned to other people to help them along the way. So here are some little goodies we picked up.

It's obvious you must learn to walk before you can run and Smith advises that anyone considering serious competition ride trails. For beginners it's especially important to make all mistakes at slow speed, rather than have to learn them the hard way in an all-out scramble. Over the years we've noticed that Jeff and team-mate Arthur Lampkin continued to ride trials when not riding motocross. If the big boys in the sport think it works, why not try it?

When you race, you should win at the slowest possible speed! Not only that, if you plan on winning, you don't get out in front at the beginning. We realize that in our District with our all too often "four-lap race bit" that wouldn't work; you grab off the lead and hang on. But when you have to use your head a little this is the theory: let someone else pace you while you sit back and watch what happens from behind him. If he hits a hole, you have time to miss it. He'll be pushing his machine and himself harder than you because he's afraid you're going to pass him.

Curve Your Spine

On a 20 lap race say, after he's led for 18, pass him. You'll know where he makes his mistakes and you can get by. Then immediately drop into the groove he's been riding; you've followed him long enough to know what it is. After 18 laps of riding that groove he won't have enough time to figure out a new one to get back around you, and you've got the win.

Smith is very safety-conscious. Never go riding alone and always wear all the types of protective clothing available, because even then you can get hurt. "Motorcycling is a dangerous sport", and as ex-world champion Bill Nilsson once said: "We're not playing ping-pong." Should you take a bad crash, ride one lap at reduced speed; should you really go down wallop then withdraw for the day. "You shouldn't assume that because you feel O.K. you are O.K.," this especially if you hit your head hard.

Fitness for yourself and your machine is important. If you're serious about racing, then keep fit. Jeff himself runs two miles a day, does 40 push-ups and 40 sit-ups. This, he says, takes about 25 minutes and makes him sweat a bit.

In riding bikes you'll be prone to back troubles. Don't ride straight up and down on the saddle; try to have a slight curvature of your spine to help it absorb the shock on rough ground. And when you do have trouble, get to a chiropractor and have it fixed.

As for your machine, it's a thoroughbred. Help it live longer by giving it ample time to warm up at low revs before making it breathe hard, and also maintain it. However, don't tinker around with it too much. If it's running well, leave it alone. Just check the necessaries like oil, plugs etc. Keep an eye on tire pressures and wheel spokes. You can burst a wheel just as easily landing on one with too tight spokes as loose ones so let the spokes live a little.

According to Jeff, cleanliness is like Godliness at the BSA factory. Their machines are cleaned thoroughly after a meet. You can't see emerging problems with layers of dirt on the engine, and we know how many local riders are in the habit of leaving their machines looking like the bottom of a bird cage. If done carefully, washing that scooter isn't going to hurt it.

Every race day, walk the track before practice, even if you know it and have ridden it before. You never know what might have happened to the surface or how the promoter changed just some little thing since your last time on it. Smith's whole attitude may be summed up this way. If you're going to race don't leave anything to chance. But if you don't enjoy it then don't do it. To be a successful racer you must have fun at it. If you get weary of the grind then take a lay-off; don't keep pushing yourself.

As Smith said humorously, in International motocross when they get a bit stale the only way they can get a breather is to fall off conveniently and break something. In all seriousness, a break can re-energise you and you'll come back even better than you were. He thinks he will continue to ride years from now "because I enjoy riding a motorbike," and even this year, though retiring from the International circuits, he will continue to race because he likes it.

Those who heard him tell anecdotes at the movie showings, some so funny he had the audiences screaming, and those of us who heard him realized that we'd met a true champion and a gentleman. The lad from Lancashire is a credit to our sport.

What's Clymer Up To Now?

Is Floyd Clymer building an international empire for motorcycle manufacturing, or a small General Motors in the cycle field? It is known that Clymer, since his acquisition of the Friedel Munch factory at Ossenheim, Germany, where they build the large 4-cylinder Clymer-Munch Mammoth, an OHC Twin and racing engines, has branched out and is now building in Italy six new 1969 models bearing the Indian name. The Italian firm, based at Bologna, Italy, is Clymer-Tartarini of Italy, who operate under contractual agreement.

It is also known that Clymer has been negotiating with an English factory to produce at least one model for him. Clymer and Munch are considering an agreement with Rickman Brothers of England to build a Grand Prix racing frame and fittings to mount the new 500cc Munch-designed dual OHC Indian racing engine for racing in Europe. Also a 750cc version, which under new A.M.A. rules will be permitted to race in the United States in dirt track events.

When quizzed about his plans, which seem puzzling to many people in Europe, as well as in the United States, Clymer issued the following statement:

"Certain of the rumors you hear are true, some partially true and some are untrue. This statement, I hope, will clarify matters. In Germany we are steadily increasing Mammoth "4" production at our factory at Ossenheim, where Friedel Munch remains as Chief Engineer. Mr. Munch has disposed of his interest in the firm to me, but he remains in charge of all development work, making the Mammoth and the new OHC racing engines, manufacturing Munch large front wheel brakes, and doing other necessary development, designing and engineering work. I have great confidence in Mr. Munch's engineering ability, much of it gained by his work in the former Horex factory as an engineer and racing expert.

"Our lightweight models, the Indian Papoose and Ponybike and the new Indian Boy Racer, the Indian Velo "500", and the vertical OHC Twin will be built by Clymer-Tartarini of Italy, using mostly Italian components, but with some German and English parts.

"It is true that we have some dealings with British firms, as evidenced by our Velocette agreement whereby Veloce Ltd. sells engines and gearboxes to us for assembly in the Italian factory.

"P. Mitchell & Co. Ltd. of Birmingham, long time International Exporters, has contracted with me to distribute Indian products in all countries throughout the world, with the exception of the United States, Canada, Germany, and Italy, where our own companies will handles sales and distribution.

$295 to $4,000

"It is true that I have been negotiating with a British manufacturer to build a 750cc model for us. There is nothing now to report on these discussions, and possibilities are only being explored.

"It is my intention to build a complete line of custom-built cycles, with a truly international touch, but our plans include limited production only. We do not intend to get into the large mass market race with the big manufacturers.

"We are frank in suggesting to our dealers that they should handle other lines. We can not possibly supply enough machines in the foreseeable future to justify an exclusive Indian-Mammoth franchise. Our dealers can handle our combination of makes or select certain models in our line. We will have limited floor plan financing to qualified dealers.

"We will also have a new Clymer-Tartarini line of specialized telescopic forks, as well as a line of 50cc Clymer-Minarelli engines complete with 4-speed gearbox for use in minibikes. Minarelli has long been a producer of high quality 2-stroke engines for small motorcycles, scooters mopeds and now ones suitable for minibikes. We have signed a long term contract with Minarelli to distribute their products in the United States and Canada.

No Stock Offers

"Our V-Twin 45 Scout has been delyaed until late 1969. We first anticipated using some original Indian parts but the more we got into the development we felt that it must be an entirely new engine from top to bottom. This is taking longer than we expected. Frankly, we just underestimated the time it would take. We can offer no other reason.

"I have no stock for sale, nor do I expect to offer any stock to the public or individuals. The rumor is true that I have had several offers from ones who want to join me, and my answer was no, as we are amply financed to do what we plan to do.

"It may be that, at some time in the future, we would consider selling up to 49%, but only if such offer would include manufacturing facilities, a suitable U.S. assembly plant and my continued participation in any such arrangement if and when one should develop. We do believe that we should and will have a U.S. plant for assembly and possibly the manufacturing of certain components within one or two years, but not now.

"At present we have no such plans. We are not interested in selling interest only to get money as such financial offers would be of no help to me. Only knowledgeable working individuals or firms that could qualify and contribute something other than money would be considered.

"At least, we are unique in offering motorcycles priced from $295.00 for the Indian Ponybike, to a range of models up to the $4,000 4-cylinder Mammoth, for sale to the public. Certainly no other motorcycle company can make that statement!"

Take a friend to a motorcycle event this weekend.

Mitco BULTACO Mitco

WE SPECIALIZE IN ONLY BULTACO

MOST COMPLETE Parts & Acces. Inventory In So. California

Exclusive

Mitco's unconditional 60 day warranty on all Sherpa's, PurSangs, Bandidos, Matadors sold new at our shop. This includes parts & labor.

El Bandido 350cc — 360cc

Koni Shocks
Rickman Bars
Barum Tires
Magura Controls
Renolds Chain
Skid Plates

GRAND OPENING SPECIAL

FREE BULTACO OF YOUR CHOICE FREE

Come in and register between Jan. 15 — Feb. 22
Drawing to be held Feb. 22, 3 p.m.
7229 W. Orangethorpe,
Buena Park, Cal.

Kurt Lohmeyer

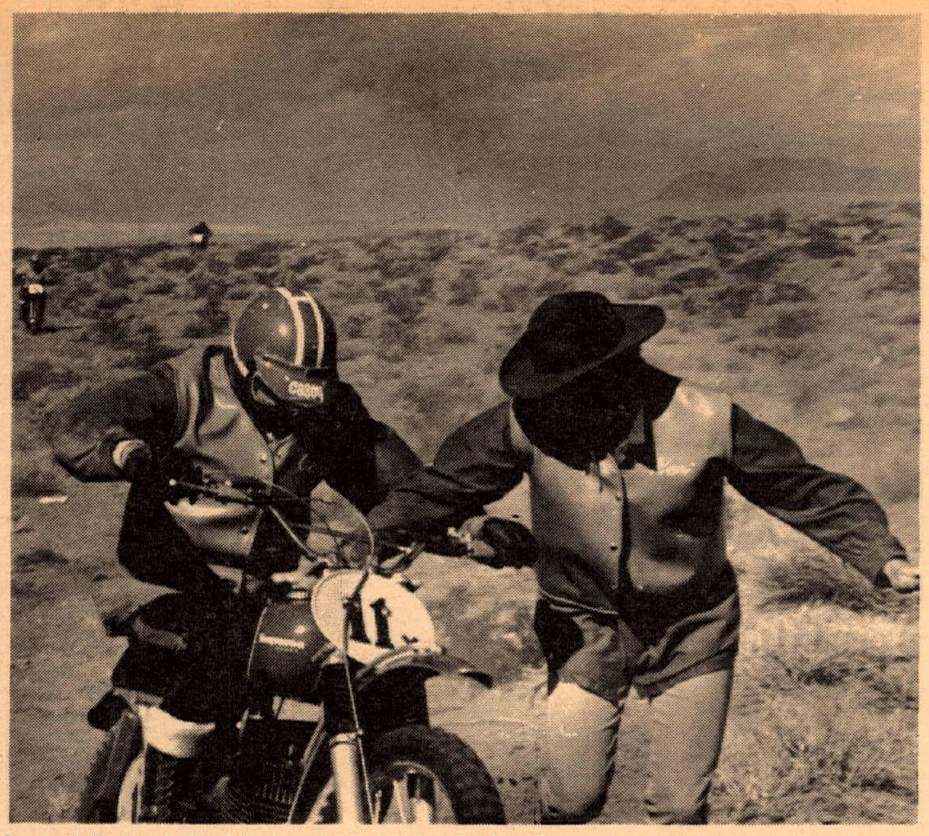
Mitco Bultaco (714) 522-6626

5 PORTING - $20.00
REED PORTING - $25.00
MOST MAKES OF 2 CYCLE
HALL MAN MOTO-X EQUIP.
SEND: DON VESCO RACING
765 EL CAJON BLVD., EL CAJON, CALIF. 92020

THE TWO-WHEELER
TRIUMPH 68
Ready For Immediate Delivery!
867 W. Colton Ave. San Bernardino, Cal.
(714) TU 5-3445

LOMITA HONDA
Sales * Parts * Service
Complete line of Speed Equipment
Custom Painting, Frame Works, Frame Designing & Building
Discount Prices on All Sales
2073 Pacific Coast Hwy.
326-3810 or 326-3816

BRIDGESTONE
Sales—Service
Barney Tillman's SPORT CENTER
6027 Whittier Blvd., E. Los Angeles
(213) 723-3523



Casey Folks leads Tom Scales and Dutch Cunningham into start check on first loop. All three were Husky mounted with Casey coming in for the checker.

Casey Takes Vegas, As He Expected To

OVERTON, Nev. Jan. 26 – After an 88-mile drive from Las Vegas we arrived in the pits, or should say blew in, as the wind-whipped Nevada desert did its thing, to find over 50 eager Las Vegas area desert riders preparing for the start of an 80-mile Hare Scrambles hosted by the Groundshakers M.C.

Gene Drew (S.N.M.A. Pres.) had Casey Folks, club president, cornered, asking "Is this FIM sanctioned?" Casey replied "No"; Drew returned "It should be, it's got to be out of this country."

After a brief riders' meeting the riders lined up for the start. The wind and a large hill between the start and the smoke made it difficult to see the exact spot of the smoke. The banner dropped and they were off.

Casey Folks had the right line and led after the smoke.

The wind blowing away from the pits gave no indication that riders were coming in so Casey Folks (Husky) came in almost before the check was ready. Tom Scales (Husky) was 50 yards behind; Dutch Cunningham (Husky) was 25 yards behind Scales. They were followed by Bill Hill on Greeves, Terry Griebel on Greeves, and first novice Bob Mikulski on Husky.

The trailbikes came through, Dyra Saavedra and Roger Bille both Penton-mounted were having quite a battle coming in wheel to wheel, with Roger winning. The question running through the pits was: "Where is Switzer?" Max, the local ace, came in a few minutes later.

When asked what happened he said: "I got tired" We know better; it was the machine. Casey Folks continued to lead as Hill moved into second, Greible third. Scales tired easily after a two-month layoff with a broken leg, and Dutch's carb top came loose. Mikulski was still in behind Grieble as everyone pitted for gas and water to wash down the dust. The course was really getting chewed up; the area chosen was not the best. It was only saved by the rain the day before. Rough desert is what Vegas riders are used to, but they still like to complain.

Wire To Wire Win

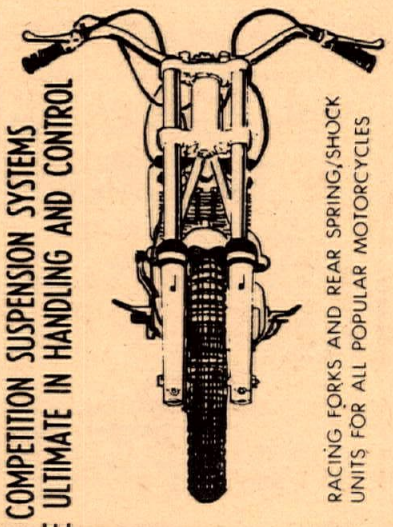
It was just another win for Casey (modest fellow); Bill Hill was second as Terry fouled a plug and settled for third and first 500 expert. Bob Mikulski took fourth and first 250 novice got off when trying to catch Terry as they made for the finish. Nothing serious, just a split lip. Bob Lea (Husky) took first 500 novice followed closely by Dutch Cunningham first 500 amateur.

Coming in late, but having fun, was Connecticut rider Jim Mash (Montesa) out for the Honda dealer meeting.

(Results on page 16)

Connecticut Honda dealer Jim Mash tried his first western event with remarks like "Wow, these guys go fast" after the 80 mile Groundshakers M.C. event.

Penton pilot Roger Bille managed to pull in for first trailbike. Roger belongs to the Seafair M.C. out of Boulder City, Nevada.



CERIANI COMPETITION SUSPENSION SYSTEMS
FOR THE ULTIMATE IN HANDLING AND CONTROL

RACING FORKS AND REAR SPRING/SHOCK UNITS FOR ALL POPULAR MOTORCYCLES

STEEN'S 1635 W. VALLEY BLVD
ALHAMBRA, CALIFORNIA 91803

Jeff's Quips Brighten Day

by Gary Edwards

HUNTINGTON BEACH, Cal., Jan. 26 – Former two-time world moto-cross champ Jeff Smith of England played to a standing room only crowd Wednesday night at the Santa Monica Elks Club.

Smith, here under the auspices of BSA Motorcycles, conducted a two-part moto-cross clinic consisting of a lecture and movie Wednesday night and actual riding instruction Saturday at the Huntington Beach Cycle Park. The lecture was a huge success. The riding instruction was rained out.

Smith delighted the crowd of over 600 with many amusing anecdotes gathered in his years of competition, and answered such questions from the crowd as: What does the word "Martini" mean on Joel Robert's sweatshirt? Answer: "Martini is a drink". What is your opinion of a compression release? Smith replied "a what". And when asked if he used a kill button on his bike, Jeff replied, "No, at BSA we like to save weight". He did mention one time however, when a kill button was available while racing in the Belgian Congo. The "kill button" being a 6'6" native who tried to jerk the plug wire off his riderless machine as it spun circles in the dirt. It was soon after that said Jeff, that all the trouble started in the Congo.

"Enthusiasm, health, a good machine, experience, and luck are the essentials that go into the making of a good moto-cross rider, and not the least of these is luck.

One example of good racing luck cited by Jeff is "when you go on your head, and you wake up to find that your bike has come to rest standing against a tree, with the engine running, and in neutral."

The students were treated to a color movie entitled, "The Rough Riders" starring Jeff Smith, which incidently won't force Steve McQueen into an early retirement.

Smith leaves Los Angeles early next week and journies to Northern California where he will repeat his moto-cross school in Santa Cruz; and then it's on to Washington D.C.

ACA Awards And Dance

On February 15th, the American Cycle Association will hold its 5th Annual Championship Awards Banquet at Coda's Restaurant, 6231 Manchester, Buena Park, California (Artesia off-ramp Santa Ana Freeway). Awards will be presented to the champions in flat track, TT, moto cross and road racing for the 1968 season. Dick Pearce will show a special color film of the 1st Annual 12 hr. Production Grand Prix at Willow Springs.

Dancing will follow. All motorcycle enthusiasts are invited. Cocktails 7-8 p.m., dinner 8 p.m. For information contact the ACA, P.O. Box 247, Fullerton, Cal. 92670 or call (714) 528-4290.

WAITING FOR A TRAIN TO PASS

By Dan Weltner ©

While waiting for a train to clear the crossing
Try thinking, not cursing
While wondering if that cursed freight
Will ever make it past your path
Try pondering, not fretting

The minutes spent in indignation
Might well become a consternation
Unless with motor off, your temper cools
There are so many thoughts to think
And happenings to ponder
Why waste your ire on this indifferent hulk---
When all you have to do is clear the air
And start to dream

The formula sounds rational and practical
I think – but the problem is so often
The thoughts turn back to this-
While I'm here I can't be there
Yet it's there I want to be
After all I took this route just to
Get there quick you see---

Oh hell! It stopped again
Another switching I suppose...
Well I'm late so what's the use---
I'll ponder more...caboose, caboose

Hodaka Motorcycles *Greeves*
Montesa *Kawasaki*
Westminister Sport Cycle
Guy R. Louis
(714) 893-7057
7574 Westminister Ave. Westminster, Cal.

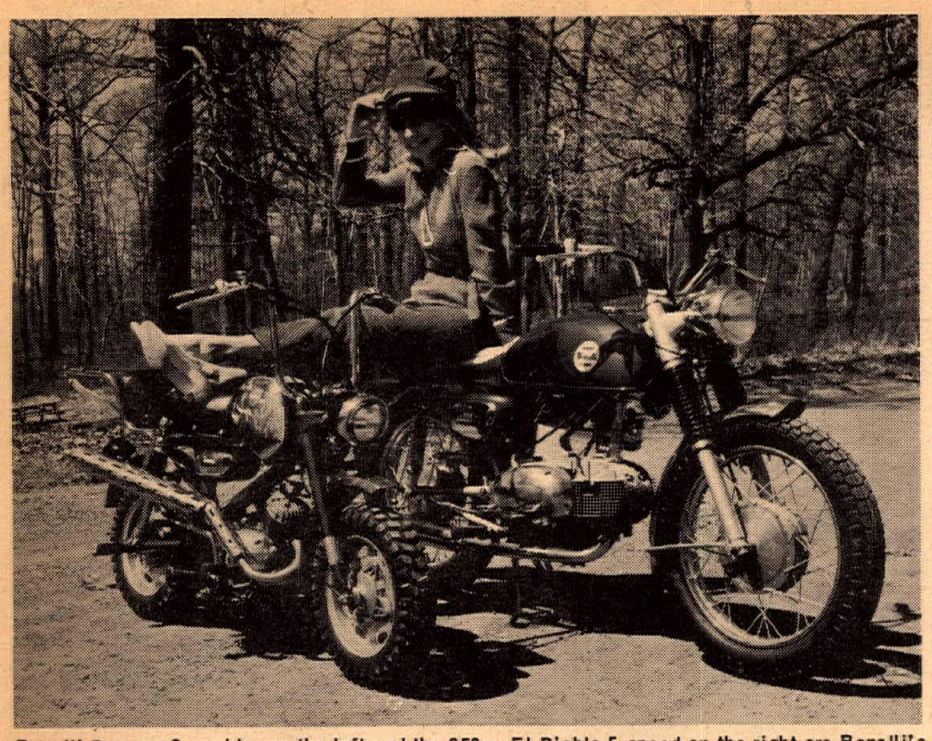
HUSKY × PENTON
Parts – Acces. – Used Bikes
HADDOCK's
Outdoor World
2300 W. Coast Hiway – Newport Beach
(714) 645-1562

92 PAGES-1969 CATALOG

The all new 1969 Webco catalog is the most comprehensive in the motorcycle accessories industry. 92 pages, hundreds of illustrations, of the most wanted motorcycle accessories and high performance components. Also includes information of interest to all motorcycle enthusiasts.
Price $1.00 . . . includes Webco racing flag decal.
WEBCO INC.
218 MAIN STREET ■ VENICE, CALIFORNIA 90291

POWER RESEARCH & development co.
U.S. Distributor
GARDNER CARBURETOR
269 Orange Ave. Goleta. Calif. 93017

WIN IN 1969
VESCO 5-PORT POWER
DYNO DEVELOPED * TRACK PROVEN
SACHS * PENTON * YAMAHA
AND MANY OTHERS
MOTO-CROSS * TT * ROAD RACING
ASK THE WINNERS:
JOEL ROBERT * LARS LARSSON * RICK VESCO
TOM HOWARD * PAT EVANS * JODY NICHOLAS
6 AMA RECORDS AT BONNEVILLE
5 PORT – $20.00
REED PORTING– $25.00
(REED NOT INCL.)
TORSTEN HALLMAN MOTO-CROSS
EQUIP. **IN STOCK – FREE CATALOG AVAIL. SOON**
SEND: DON VESCO M/C RACING DIVISION
765 EL CAJON BLVD., EL CAJON, CALIF. 92020



Benelli Dynamo Scrambler on the left and the 250cc El Diablo 5 speed on the right are Benelli's entries into the dirt-street field of motorcycles.

HUSQVARNA

Largest Stock of Motorcycles & Parts in the Los Angeles Area

ALSO Suzuki, Zundapp, M.Z. & Montesa

Valerian's 2 CYCLE CITY

(213) 475-4541

Moto-x Accessories & Equipment

10673 W. Pico Blvd., West Los Angeles, Cal.

Temple City Kawasaki

Area's leading volume Kawasaki Dealer

Complete Parts & Accessories

5663 N. Rosemead Blvd., Temple City – (213) 286-7504

NGK SPARK PLUGS 75¢

DALE BROWN MOTORS

2441 Long Beach Blvd. Long Beach, Calif.

HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA

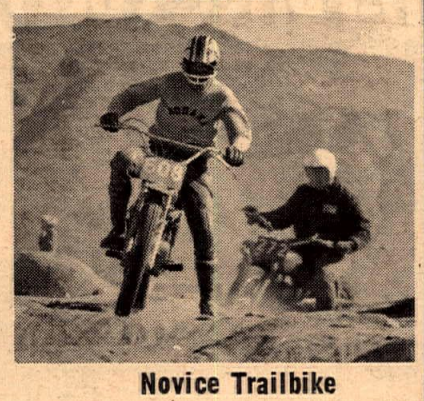
Choice of Champions

HODAKA

San Gabriel Valley M.C.
European Scrambles
1/19/69

Expert Trailbike
1st
JACK MORGAN
HODAKA

Amateur Trailbike
1st
MARK RADER
HODAKA



Novice Trailbike
1st
DON EIDE
HODAKA

For a first-hand demonstration of HODAKABILITY, visit your nearest dealer for a FREE test ride.

CN Send me your booklet, "The Hodaka Story." I'm enclosing 25c to cover postage and handling.

Name.....

Street.....

City.....

State..... Zip.....

For the dealer nearest you, write: PABATCO P.O. BOX 327 ATHENA, OREGON 97813

The Drag Race Scene

By Dan Zeman

I received the official word concerning all AHRA national events for this year. The following is the letter

"Dear Mr. Zeman: We made the decision to eliminate motorcycles for our Big Six Championships this year because of the support we got last year. This lack of support was from both participant and manufacturer. Also, we were unable to obtain qualified personnel to help in classifying and running off the eliminations.

This year we are running the same eliminations at all six Championships in order to help the major sponsors develop a more effective participation program so we felt that until we were able to get the support needed we would not run motorcycles at our Championships. Thank you for your letter and if I can be of any help please write. Don Worsley (tech chairman)".

Well, that's the official word. After reading this, you would think it's all over for motorcycle drag racing. That's not so. What this all boils down to say is – that motorcycle drag racing is not popular enough at this time to run at these events. If we can make this a more popular sport I'm sure the manufacturers will lend their support.

One thing we must do to make this more popular is advertise. Without it, there is not much of a show. If we could advertise a little more on our regular and big events, I'm sure it would help a lot. Try to get your local strips to advertise these events. If they won't do it, try somehow to do it on your own. Keep in mind that Cycle News has a Calendar of Events and it doesn't cost a thing. Let's all get together and try a little harder to make this sport more popular. I'm sure if we do so the gates will open again.

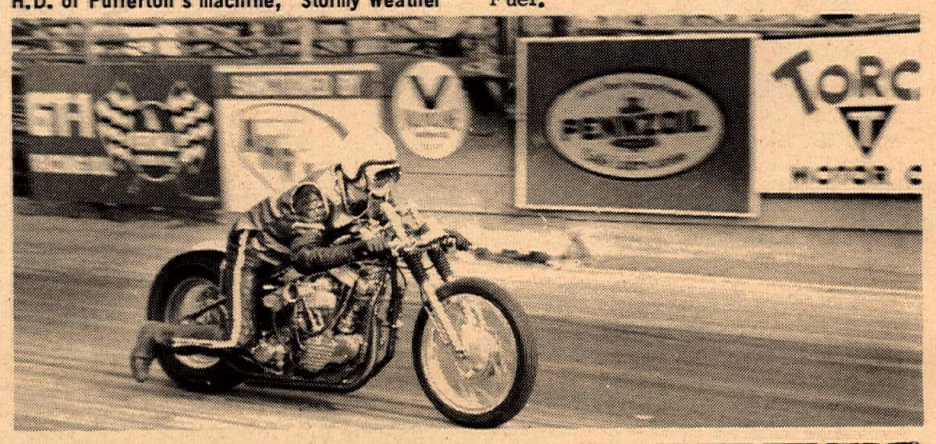
I've heard quite a few bike riders around town tell me that there is no sport in motorcycle drag racing. They say it is too easy. Sure, they can ride their bikes a quarter mile in a straight line with no trouble, but I'll bet they can't do it as quick as someone that's been dragging awhile.

After this has been proven, let them try climbing on a Modified or Gas machine and rev it up to full revs and drop the hammer. (Still going in a straight line?) If they still feel it's easy (which they won't) let them climb on a machine such as Boris Murray's twin engine Triumph, Joe Smith's or Leo Payne's Harley fuel burner. What's that they say? Just what I expected. No Hair!

Money At Lions

February is here and the money is still up. There will be cash awards in each division along with trophies for all classes. The money will be distributed as follows: $10 to Top Street, $15 Top Modified, $25 Top Gas and $50 to Top Fuel.

H.D. of Fullerton's machine, "Stormy Weather"



EXHAUST NOTES

By Bill Pettigrew

Barry Briggs, top English Speedway rider and former world champion, will compete in the Houston, Texas Astrodome at the AMA Indoor Short Track National Championship. Briggs will be sponsored by BSA Western, Milne Bros. of Pasadena, and bike builder Gene Ryan.

Chuck Jones Recovering

Chuck Jones, who was competing in Australian speedway racing and was injured recently, is slowly recovering at Royal North Shore Hospital in Sydney, Australia. Chuck suffered a broken back, broken neck, and a broken arm in a crash at Sydney Royals Speedway three weeks ago.

• Will the FIM kill Grand Prix motorcycle road racing? I feel that if the FIM continues on with their rules and objectives for the 1969 season of Grand Prix road racing in Europe that enthusiasm for this great segment of our sport will die. The FIM has set forth rules regarding weight limit for the 50's and are keeping cylinder count down to two in all classes. First of all, the fans will come no more if the machines they see are slower than the fantastic works bikes they have viewed so enthusiastically in past season. It is hoped that the FIM will rectify this abortion of professional motorcycle road racing before it is too late.

Norton Villiers Comes To Long Beach

Long Beach, Calif., long the hub of motorcycle activity in the west, welcomed a new neighbor to its city limits recently. Norton Villiers Limited of England announced the formation of its wholly owned subsidiary, Norton Villiers Corp. at 6765 Paramount Blvd., Long Beach, 90805.

Their large, new premises will house stocks of all current Norton models, plus spare parts and will be the headquarters of a strong new Norton sales and service expansion in the states of California, Arizona, Washington, Oregon, Nevada, Alaska and Hawaii.

"We are now ready to begin appointing official dealers in all seven states for our Norton range," said Bill Colquhoun, the General Manager, transplanted from the Norton factory in England.

"The entire purpose of this new operation is to create a direct link between Norton Villiers manufacturing plants in England and Norton dealers in the seven states concerned. We believe this will help promote Norton motorcycles in a very big way," Mr. Colquhuon continued.

"We intend to help our dealers to sell more and more Nortons, in exactly the same way as Norton dealers elsewhere have doubled or trebled their Norton sales in 1968 and expect to double or treble them again in 1969," concluded the General Manager.

"Prospective dealers please call us," he says. The phone number is (213) 531-7138.

High Performance For 100cc Bikes

See our 1969 catalog for the latest custom and racing parts, including a full line of speed equipment for Hodaka and Yamaha.

Catalog $1.00.

roehr bros. INC BURBANK

317 N. Victory Blvd. • Burbank, Calif. 91502

Telephone (213) 849-4921 • 842-4847

Although S.C.T.A. officials had gone home the previous day (resulting in a non-event for the few that showed) a quick run-down of the basic rules was announced for riders and Job Corp spectators who decided to stick around Sunday.

John DeSoto, one of Montesa Motors' two fully sponsored moto-cross riders. Raincoated and bareheaded, John is aboard a 247cc Cota.

The Kids Watched Curiously Then Went Away

Story and Photos by Leonard Sipe

BEAUMONT, Cal., Jan. 26 – Well, trials fans, let's just say it was a day we would all like to forget. Southern California was in it's second (or was it the third) week of heavy rains. And as you know, when it rains more than one inch in sunny SoCal, things really come apart.

Like, the non-freeway section of highway between Los Angeles and Corona was completely washed out, calling for a fifty-mile search for higher ground. Back on the main thoroughfare, one still had to contend with an inland hurricane with zero visability, squirrelly drivers slamming to a panic stop at every caution sign, and the fear that the semi truck loaded with a set of doubles coming the other way was going to pick you for the fall guy in a fast five seconds of lane changing.

At Beaumont (about thirty miles east of San Bernardino on the Indio freeway) a canyon road was designated as the place to pick up the lime. But the lime (if it ever had been thrown around) had been washed away long ago with the eroding pavement of the county roads.

Eroding? The roads were non-existent in some sections, and in others you could see the edges crumbling away. Sometimes it was impossible to stay on the proper side. And there was the fun of watching the cleaved mountainsides landsliding fore and aft of one's hurrying vehicle.

After running over hill and dale (sometimes on hunch and sometimes by road department directive) the general area was arrived at.

"I saw several 'cyclists ride over the condemned bridge and up that dirt road about an hour ago," a young middle-management family man told us, while urging his wife and heirs into a neat little Volkswagon.

A little further on was the Glen Oaks Job Corps Center, a quasi-military camp in the Riverside/San Bernardino mountains; for dissillusioned teen-age boys in search of a better economic way of life, it is said. Their barracks and mess hall living routine is lightly regimented; there's a week of grammar school studies coupled with a week of forestry work. It really isn't what Job Corps training is supposed to be all about, but it sure beats sitting around your friendly neighborhood area of decay – like Watts, East L.A. or Bell Gardens – wondering when to try your first mugging.

Anyway, about a dozen trials riders riding around one of the blacktopped parking areas, with about a dozen Corpsmen standing there in the cold drizzle, curious about why these grown ups hadn't the sense to say to hell with it, and pack up and go home to TV and hot toddies as the Trials officials had done the day before. But the die-hard riders who showed up were determined to go ahead and ride what few traps had been laid out.

Then one of the more experienced riders called the kids into a group along with the other riders and actually tried to explain what trials riding was all about; how the riders are scored, what to look for in the way of an outstanding attempt compared to an average attempt. The kids didn't say much.

Then some of the riders started up again, and this time two of them jumped around shooting pictures. That did it for the kids; they knew we were nuts, the only explanation.

The riders pitched in a quarter each for the winner's kitty, someboy's wife reluctantly took the job of keeping score on a soggy piece of paper, and the traps were assaulted.

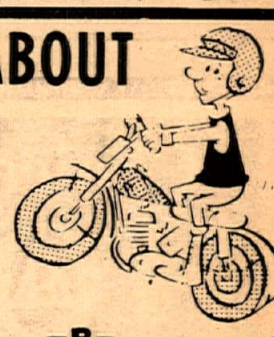
John De Soto, the Hawaiian half of Montesa Motors' hopes for international moto-cross recognition, showed up with friends, all, of course, on 247 Cotas. (John will be spending a few days on the Islands before going to Europe soon for eight months of English and continental moto-crossing. He and Ron Nelson plan to race three and four times a week while overseas. When they come back for the American series at the end of the year, they should be formidable.)

Although trials riding is not De Soto's long suit, he gave a very creditable showing, doing as well as most Master. But all the fun soon went out of the damp non-event and he and his hangers-on departed.

Only four indomitable riders and the little lady keeping score were left at the last known section. The young spectators had left some time ago.

DON'T BE HALF-FAST ABOUT YOUR CLUTCH

GET A BARNETT CLUTCH AND GO



NOW AVAILABLE

Maico – X4A 250 & 360cc

Yamaha – DT-1 & All models (except 80 & 100 trail)

Your Barnett dealer has them now. Aluminum Alloy, Corprene Bonded. We do not sell retail.

SEE YOUR BARNETT DEALER

BTE Barnett TOOL & ENGINEERING

4915 Pacific Blvd., Vernon, California, Phone: 589-5488

BARUM TIRES ★ Introductory Offer ★

★ MOTO-CROSS SPECIALS ★

Barum Speedway Tires 275x23" – 350x19" $48.00 pair (any 2)

Barum Knobby 400x19" $18.00 each or 2 for $35.00

these prices valid for limited time only – while they last

MOTO-CROSS TIRES

275 or 300x21"	$21.95 each
400x18"	$24.50 each
350x18"	$22.50 each

MOTO-CROSS SPECIALS

MX Handlebars – 34"-braced	$ 9.95 each
MX Goggles (wide view & vented)	$ 3.50 each
MX Oval # Plates (set of 3)	$ 5.95 each
Super Qucik Nylon Throttle	$ 6.00 each

All prices include all taxes and freight on Prepaid orders (NO COD Orders)

Med-Imports 4790 Palm Ave. La Mesa, Calif. 92041

BOLD NEW BREED

BRONCCO powered by GARELLI

CYCLES * MINI-BIKES

PARTS ACCESSORIES

NEW WEST COAST WAREHOUSE

ESI

ENGINE SPECIALTIES, INC.
P.O. Box 600
BELMONT, CAL. 94002
415-593-7691
ATTENTION DEPT. LS

DEALERS & DISTRIBUTORS WANTED

Simichrome
Shines Suddenly
Simichrome is a honey
Cleans quick as a bunny
COMPETITION CHEMICALS Tube 85¢ Can $2.95
704 Washington Ave.,
Iowa Falls, Iowa

Most Powerful
MAICO
West of Mississippi
Best Handling
Cooper Motors 2815 W. Olive, Burbank, Cal

Ride Saddleback Park
OPEN DAILY
Take Chapman Ave. East off Newport Fwy. to Santiago Cyn. Rd., Turn right to entrance. Phone 714/639-5832.

SAVE ON ACCESSORIES
including hard-to-get items!

AGV HELMETS
The ultimate in comfort and safety. The complete line of approved helmets at sensible prices. Lined in leather and satin, AGV helmets.

BARUFFALDI GOGGLES
Endorsed by the Italian Olympic Ski Team! Baruffaldi goggles have a model for every rider. Most Baruffaldi models come with interchangeable lens in clear, amber and green.

SCRAMBLER SADDLE
Sleek line saddle, great for customizing or racing. Low riding position improves handling. Thick foam padding with Universal mounting studs.

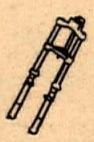
RACING RIMS
These alloy rims are for the rider who wants to win. Lightweight, gets you rolling sooner and keeps you moving faster. A must for competition.

PIRELLI TIRES
Far and away the leader. More sizes, more tread designs, most copied tire in the country. Endorsed by all the top racers.

SADDLE BAGS
Whether for touring, toting books, or packing a picnic lunch for two, here's the ideal "carry-all" made of indestructible vinyl. Bags are both sturdy and pliable and remain out of the way for 2nd passenger comfort.

AIR CUSHION GRIPS
If your hands get sweaty or tired when you ride, it's the fault of the grips. Get your hands on a set of our Honeycomb grips. Soft pliable vanes act as cooling vents to keep hands dry and reduce vibration at the same time, You'll notice the difference at once.

CERIANI ALLOY RACING FORKS
Everybody knows Ceriani. We have a good supply of both Motocross and Roadracing shocks. Also, Ceriani rear shocks on hand.



OPTICAL FACE SHIELDS
Here's the answer to bugs in the mouth and road dirt in the face. Total face protection that you'll appreciate after seeing what's on your shield after a long ride. Available in clear, green, amber and blue.

WRITE FOR GREAT NEW **CATALOG** and Name of your nearest dealer
Send 50¢ to cover postage and handling

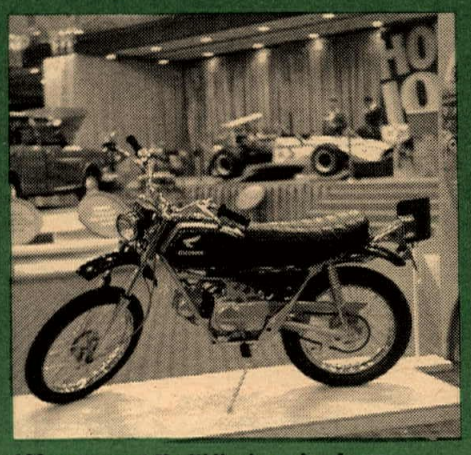
COSMOPOLITAN MOTORS, INC.
5521 Wayne Avenue
Philadelphia, Pa. 19144

Good Bikes, Bad Manners As

70cc Midi-Trail prototype

Step-through is dressed up for '69

175cc Moto-Cross twin



100cc 4-speed Trailbike has pipe frame

Boaz, Then Miller - Gabbert Stuck With Third

By Matt Glover

PHOENIX, Arizona, Jan. 26th – Jupiter Pluvius rained and showered for five straight days and then Sunday morning old Sol came forth with shirt sleeve weather again. Oh boy, the Blue Wash scrambles are on!

This is a 10 mile course with start/finish in a long, flat wash, down through narrow, sandy arroyos, and up over stony trails lined with cactus of various prickly varieties. There are two check points enroute. Forty-eight bikes started, en masse, with the tiddlers going four laps, and the middlers and iron going seven. Twenty-four finished.

Byron Boaz (250 Yam) handily took first overall, five minutes and about three miles ahead of Miller on a 450 Honda. Brian Ross led from the start with Boaz keeping him in close sight for two laps, until Ross broke his front wheel in the third lap, in tight quarters, on a downgrade. Both of them, running together, went down. Ross was eliminated, and Boaz continued in first place never to be headed again.

Sturtevant (250 Yam) was running third about this time and also spilled farther on, resulting in carburetor trouble dropping him back to 15th spot as he came by looking as though he had been clawed by a bob-cat. By the next to the last lap he had worked up to eighth overall, and charged up into third at the finish behind Miller, who had consistently worked his way up from eleventh at the end of the first lap.

Snodgrass (Greeves), originally from Mansfield, Ohio, had second place sewed up in the last lap when he ran out of gas, eventually restarting and finishing 12th in class.

Myrick (Husq) fell victim to the same circumstances with third place in hand on the last lap too, but managed some quick juice to get fourth in class, fifth overall.

Gabbert (250 Yam) was as far back as eighth in the third and fourth stanzas. He was seventh entering the final go-round, coming through into second in class and third overall. Then he used a small pair of pliers to pull cactus needles out of his right hand and arm, right cheek and upper lip. If I had been him I would have waited until I got home. Yeh man, his wife is a lovely R.N. Oh, hold my hand!

Halford (250 Bul) was on a single practice tour when the start flag dropped, and is reported to have been eight minutes late getting off, but finally finished sixth in class. 'Twas a great day for the TD-1's winning one, two, three in class and running the event in 2 hours and 14 minutes, for an average of 31 miles per hour.

(Results on page 16)

NOTICE TO ALL RIDERS
THE NEW 250cc
30-40 H.P. ?
Greeves SHORT STROKE
HERE NOW

Specifications
New Short Stroke motor –30–40 HP
New Gear Ratio
Now **Down** for **Low**
New Shifting Mechanism
New Clutch Hub – Plates– Chain Wheel
Large Rear Chain
Large Alloy Cylinder
Large Air Cleaner
Large 650" Type Gear Box
Duplex Pri Chain
Steel Rims with Large Spokes
400x18 Knobby Rear
350x19 Trials Front
Spring Loaded Foot Rest
Brake Rod Instead of Cable

¼ Turn Throttle 3 gal Tank
5" thick seat
center Float Carb
Taper Timken Head Bearings
Gear box can be worked on without removing the engine from frame & splitting the case which is necessary with most other 250 & 360 unit type engines. Also there is a large air space between cases & gear box which eliminates heat transfer.
Ceriani forks or Greeves forks give you the best riding & handling bike on the market. Ask the person who has a Greeves how he likes his. Try one and you'll buy one.

1968 Clearance Sale on now at your Greeves Dealer

Nevada Cycle Reno
Vegas Cycle Las Vegas
Orangevale Cycle Orangevale
Selby Motors Redwood City
Glendale Honda Glendale
Nelson Bros. Oakland
Sumner Motors Fresno
BN Supply La Mesa
Burbank Tri. Burbank
Bill Krause M/C Inglewood
Steve Hurd M/C Montebello
K & N M/C Riverside
Shell Motors Lynwood
Hockies M/C Torrance
R.M. Law M/C Anaheim
Mason Motors Pasadena
Westminster Sport Center Westminster
Ted's Imports W. Los Angeles
Beach City Honda San Clemente
Foreign Auto. Santa Rosa
Karl's Motors Richmond

Nick Nicholson Motors 11573 Vanowen, No. Hollywood, Cal. (213) 764-8674 – 22 yrs. exp.

More Winning Greeves Results

Hangtown Moto-Cross – 1/12/69
251-Open Senior
1st Gary Bailey – Greeves

CMC Carlsbad Moto-Cross – 1/12/69
250 Expert
1st Jim Wilson – Greeves

Where's That Smoke?

By Ken Shaw

BEANCANYON, Cal., Jan. 12 – The smoke bomb didn't smoke but 78 riders rolled off in the general direction of it anyway. Wes Evans on a 250cc PurSang found his way over the roads and trails in varying degrees of completion to make it home first in a little over two hours.

Behind him in the combination hare & hounds and poker run were Andy Mc Daniel (250 Bul), Doug Evans (350 Bul) and Bill Campbell (238 Kaw).

The Safari Trail Riders had the poker run set separately and 91 riders rode it that way, skipping the real grind. Of the total 169 riders in both bags, 101 finished – the oldest was 59, the youngest 11.

Four ladies crossed the finish line. One Marleen Acosta, a Ridge Rider on a 125cc Sachs, managed to beat all but one male in her class.

The trouble with the smoke bomb was that there wasn't enough wind to blow the smoke back over the ridge it was hidden behind. Oh well.

(Results on page 16)

onda Previews New Models At Las Vegas

With all the fanfare of a Russian space shot, American Honda launched its 1969 new models at the Sahara Hotel in Las Vegas last weekend. About 2,000 Honda dealers and related personnel were present.

Getting pictures of the 1969 Hondas was about as difficult as photographing Howard Hughes in the bathtub. Heavy duty Honda executives stationed themselves at entrances "to keep out the baddies," as one of them put it.

"Who are the baddies?" we inquired, having seen no Hells Angels in Vegas.

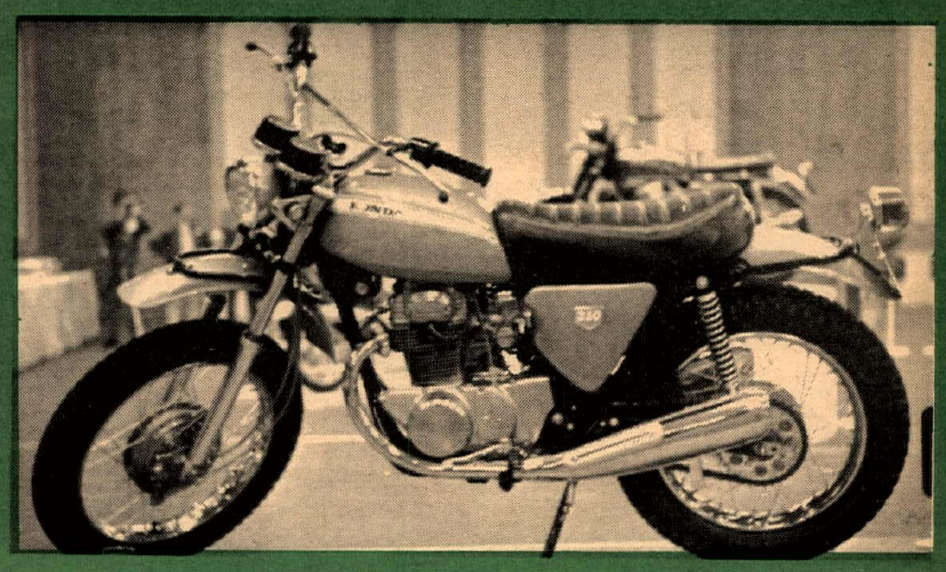
"The public," one answered.

"Spies," said another.

If American Honda management thinks that the motorcycle industry is interested in its secrets, they flatter themselves. Perhaps their new, highly revised Honda car, which was premiering along with the bikes, caused the Hondamen to display bad manners to the press. The Japanese auto industry may not be above sending "spies" to see what the competition has up its sleeve.

In matters of cycle design, however, Honda has surrendered the lead to innovators from the smaller brands. The long-awaited dirt bikes from the Japanese giant are 4-stroke copies of popular 2-cycle models pioneered by Hodaka, Yamaha, Montesa, Suzuki, etc.

Accessory manufacturers should be as pleased as the public by the quality of Honda's 1969 offerings. Lovers of 4-cycle engines will try to keep up with the 2-strokes on them and will naturally have to fall back upon American ingenuity to make them do the job. Air cleaners, suspension components and speed parts will no doubt find a ready market among '69 Honda buyers.



Honda can now boast the most complete line next to Clymer's. Led off by $1,400 750cc Four (left) all the way down to the 50cc Mini Trail (not shown). At right is the prototype 350cc Moto-Cross twin with light frame and Ceriani-type forks.

Montesa pilot Ron Nelson finished fourth in the 500cc Sr. class after he and team-mate John DeSoto locked bars and crashed with DeSoto going on for the win.

Deadman's Jump Montesa's Downfall

Story and Photos by R.W. Grajeda Jr.

APPLE VALLEY, Cal., Jan. 19 – Montesa-riders John DeSoto and Ron Nelson tangled on a jump and wiped each other out of the running in a heat race here at Deadman's Point. DeSoto got up and continued but Nelson's bike had gone as far as it was going to go that day. He rode a different one in the next heat.

Dennis Keefe on a Husqvarna won the 250cc expert class. Ken Marking on a BSA Victor took the open amateur.

Thirty 100cc motorcycles attacked the 8/10 mile Moto Cross course. For about 100 yards they charged hard, then geared down and slammed on the brakes at the first mud hole. It was very crowded as they went over the three foot hump and then flew up and over an eight foot mound, a hard turn to the left, a small jump, then a hard right turn.

Kurt Lohmeyer was leading the 125cc class aboard his 125 Bultaco when an unsuspecting crash put him out.

They started spreading out but it was still close and furious with Kurt Lohmeyer in the lead. He held the lead until almost the end of the race but a Bultaco Lobito crashing in front of him took him down with it. Gary Emory of Bakersfield took over the lead but Gerald Yarborough soon passed him to win in the first heat on a Hodaka.

Ron Peterson did his thing and won the 250cc amateur on a Yamaha.

Tom Horton from Lancaster is the young man to keep your eye on at the races. Last year his number was 406 and this year it's 26 TT Am. That's moving up in a big hurry. In the first heat he was fourth at the start; but he hit his brakes as someone went down in front of him, and his brakes locked, causing his engine to stall.

By the time he got it going he was last; but undaunted he charged, fought and worked his way back up until when it was all over he was back in fourth place. Tom, at the end of the day was second, open amateur. Last month he was the winner of the 250cc class at the Deadman's point Moto Cross.

There was a real treat for the spectator at this race, because the American Moto Cross team, sponsored by the Montesa Motorcycle Co., was there to show us how it's done. John DeSoto and Ron Nelson were racing hard and putting on a great show when they locked bikes on a big jump and pulled a spectacular crash.

Scramblin' Around

By Maureen Lee

The Bryan Wade incident was dropped by everyone weeks ago, except by Wes Cooley who continues to bring it up constantly in his column. If Mr. Cooley gets as many verbal inquiries as he says he does it's because he is keeping the pot boiling and we wonder why.

I was finished with the whole situation until now, because it's over and done with. But after Mr. Cooley's last column I feel I must get re-involved because I was involved at Westlake, and to stop Mr. Cooley from worrying away at an old bone. My personal opinion is that Mr. Cooley either advertantly or inadvertantly got himself into a situation that caused him to lose face. Instead of behaving like most of us do when this happens, he will keep this going until he can regain face.

At Westlake I was in the full confidence of both Nick Nicholson and Bryan Wade from the moment this erupted. Nick knows I can be relied on for honest reparting; and let's face this too, Bryan was in a foreign country and we're fellow Britons.

After Mr. Cooley told Bryan he was suspended for riding at Hopetown when he was pre-entered at Dallas, the three of us had an extremely private meeting to discuss this. Nick had less to say than we two did; he had it in black and white that Greeves had withdrawn Bryan from Dallas. The other riders said they didn't care if he went ahead and rode. We knew something was fishy, but what? With the time difference we realized we could check with London before Sunday; and Bryan freely made his own decision not to ride until a check was made.

Sunday morning both Nick and Bryan asked me separately to go with them to meet with Mr. Cooley. They had contacted London and had a cable, but I wasn't told what was in it. Mr. Cooley put in writing why he had refused to allow Bryan to ride the day before; he had been told by telephone that the A.C.U. had suspended him. Bryan asked: "If the A.C.U. said I could ride, you'd let me?" Mr. Cooley confirmed this, and Bryan pulled the cable from his pocket and handed it to him. There was no reason why Bryan should not ride. No doubt at this point Mr. Cooley felt the rug had been pulled out from under him! He made a copy of the cable for his files.

After Mr. Cooley's last column I went to Nicholson Motors. Nick gave me free access to his large file of correspondence and full authenticated carbon copies of letters, cables etc. I read anything I wished to, including letters from Greeves, the A.C.U., the F.I.M., Inter-Am promoters, the whole lot.

Bryan Wade's two supposed violations are just not so and that's documented. Letters from Greeves confirm he was withdrawn prior to the series starting on the East coast after Mr. Edison Dye cancelled the first four races. The day of Pepperell he was competing in Europe. The letter from the A.C.U. to Greeves grants permission for him to ride certain races while here. They are the Inter-Ams, starting with Westlake, and the Dirt Diggers Grand Prix at Hopetown, the event that started the whole flap. It has been said that Wade was supposed to be in Dallas that day, but both Greeves and the A.C.U. knew where he was going to be. Hopetown!

To get away from Bryan Wade for a few moments I also read Mr. Nicholson's letter to the F.I.M. This was not a "protest" but a simple request for information regarding F.I.M. sanctions. Their reply I also read; it was a cordial one and in no way a "verbal spanking."

I also read a copy of an A.C.U. letter to Mr. Cooley written after he had communicated with them, following this uproar. In it they expressed surprise that the Dirt Diggers event was not F.I.M. sanctioned through M.I.C.U.S. (of which Mr. Cooley is life-time President.) While visiting their London office he had told them he had issued sanctions for all these races, including Hopetown.

To end this I offer the following as food for thought: 1. If Wade really was suspended for riding Hopetown instead of Dallas, why should such an efficient organization as the A.C.U. pass this information along by telephone only? Wade himself surely would have had it in black and white, and there was ample time for such communication after Hopetown and prior to Westlake. 2. Would a works rider like Wade jeopardize his livelihood by doing anything to lose him his F.I.M. license? He doesn't play with motorcycle racing, he makes his living at it and as a full-time professional is fully aware of the rules. 3. If Mr. Cooley continues to insist that Wade was entered at Dallas could it be that the promotional office of the Inter-Am Series made a mistake? Perhaps they didn't record properly the number of races Greeves withdrew Wade from. I think this unlikely because Mr. Edison Dye not only had to take care of the running of the series but had two teams of contract riders to provide for, Husqvarna and C-Z, requiring painstaking preparation. The two "singles" Adolph Weil of Maico and Bryan Wade of Greeves who gave the others such a run for their money and added so much to the series would have been handled as competently as anyone else. 4. Would Greeves distributor Nick Nicholson become involved in any shady deals or funny business? He is too well thought of on both sides of the Atlantic as a businessman and competitor to do anything like that, besides going against his own philosophy of life.

So please, Mr. Cooley, let's just drop this unfortunate subject and forget it, before someone on the Continent starts wondering if we really are ready for big time motocross in this country.

Gregg Surprises With Woodland Match-Victory

WOODLAND, Wash., Jan. 19 – Mike Gregg and his 238 Kawasaki surprised almost everyone by taking a special challenge race here. He was riding against T.L. Hoglan and his Norton, and Bob Leach on a specially-prepared 421 Honda. Hoglan was second.

The day also saw the fastest race ever on the fast Woodland track. Sonny Burres pulled this off in the 250 A Main.

The track is located about five miles up the Lewis River road from Woodland. It's made from river silt and sand; even when soaked it's fast.

The big guns turned out with the 130 riders who showed up: class C riders Jimmy Smith, Ike Reed, Tom Woods and Bill Cook, besides Burres and Hoglan.

When they took the checkered in the 250 Dash Burres and his Bultaco got there first, Gregg riding in behind him. In the fast 250 A Main, Burres, Smith and Gregg battled it out with never more than two cycle lengths between them. Smith and Gregg were too close for a comfortable decision, but the flagman finally gave second to Smith.

Burres took the 360cc Dash and A Main, Gregg being forced into the B Main. He took it easily. Burres grabbed the Open Lightweight Dash on a Triumph. The 100cc and 200cc A mains and dashes were in the pocket of Garry Kapus on a 100 and 175 Kawasakis.

CSI Mk. II BATTERY ELIMINATOR
Replace your motorcycle battery with a vibration resistant electronic unit. Free brochure.
CONDUCTOR SYSTEMS, INC.
P.O. Box 1154
Pomona, Calif. 91769

The Benelli sno-bike is a conversion of the well-known Dynamo Scrambler. The front ski unit detaches in a few minutes so that the cycle can be used all thru the year. It can also be swung up and carried in front of the cycle, when the rider comes to areas cleared of snow. The ski assembly sells separately for $29.95 and the complete unit for $349.00. The rider is former Benelli Italian racing Champion Eraldo Ferracci.

Riding With The Lightweights

By Floyd Lewis

Competition! Ride your guts out; get a break; win a race. It's a great thrill to win, no matter if you ride scrambles, desert or moto-cross.

Perhaps even more thrilling is the fight for that number one plate, one of many point systems set up by District 37 in conjunction with the AMA.

But there's one more point race in District 37 – the competition for heavyweight and lightweight club standings.

Let me ask you: What club ended up second in heavyweight desert point standings? Third place lightweight scrambles club? What club, if any, does a Gary Scott, Freddie Edwards, Steve Nichols or a Jim Conolly belong to? Who knows, and who cares? Right?

Wrong. I believe every member of every club cares. At the next race you attend, walk up to someone who is a member of a District 37 club and ask him what place his club ended up in 1968. At least nine of ten times you will get the answer and a little conversation about his club.

What is so good about belonging to a club? When you are a member of a club you are the nerve of District 37. You help change and add rules through your club for District 37 competition. But probably the best benefit you would gain by belonging to a club is pride. I feel I belong to the greatest club in the country, and I know all of my fellow members are as proud as I am to belong to the Lightweights M.C.

LIGHTWEIGHTS M.C., DISTRICT 37 LIGHTWEIGHT SCRAMBLES CHAMPIONS 1967-1968

Let's break this down and take a look at it. First "Lightweights M.C." the name of a club. In February 1966, after two other names were returned to us by the AMA it was voted up and passed that this newly formed club be called the Lightweights M.C.

The reason this was chosen at this time was that out of twenty-five charter-members only two rode bikes over 250cc. However, we have never had the outlook that we are strictly a small bike club. I'm sure that all the Buzzards M.C. are not buzzards.

"Scrambles Champions 1967-1968". In 1966, after eight months as a District 37 club the Lightweights M.C. finished a close second to O.C.M.C. The following year the Lightweights became the District Lightweight Champions. But in 1967, as the Lightweights grew and expanded, we also were able to compile a few points in the desert club point standings.

In 1968 not only were our club desert points substantially increased, but our club also picked up some rough moto-cross victories while at the same time keeping our crown as number one lightweight club.

This year the Lightweights M.C. is again expanding in the areas of heavyweight and desert riders. Big bike riders, desert riders, or any type rider for that matter, come to a Lightweight M.C. meeting and see what we have to offer as a club.

Speeders– Give Up!

If you're ever in England, don't try to elude the motorcycle police. They're now riding Triumph Metisse road racers which will soon be fitted with the new Rickman/Weslake 700cc 8-valve conversion, according to Motor Cycle News, a British weekly.

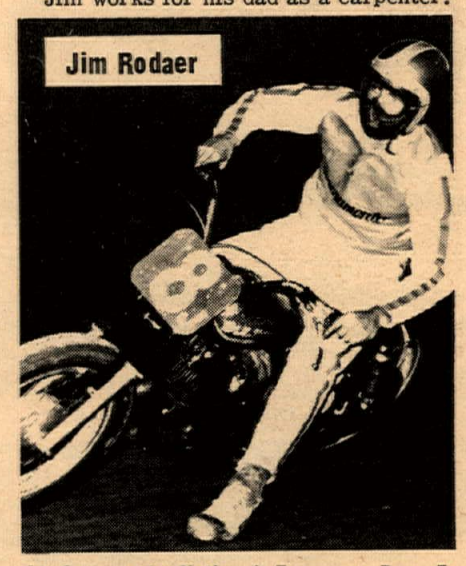
CZ ✶ Triumph ✶ Suzuki
Jawa ✶ Maico
at Walt Axthelm Triumph-Suzuki Motors, 1049 W. 5th St., Pomona, Calif. (714) 629-8642.

Meet The Rider

By Clara Gutierrez
Photo by Bill McKee

Expert rider #8J is Jim Rodaer of Sacramento, California. Jim is single; he is 20 years old, 6 foot tall, weighs 160 pounds, a graduate of La Serria High School in Carmichael, California.

Jim works for his dad as a carpenter.



At Sacramento National Raceway, Dec. 7, way out in front.

Jim's dad, Sherman Rodaer, is also a motorcycle racer, #8K in the amateur class. When this father and son team used to race against each other at the old 3-Star-Raceway they were one of the main attractions of the race. Jim's favorite racetrack was the old 3-Star-Raceway, which is no longer a racetrack; his second choice is the Sacramento National Raceway. I wonder if the reason for this choice could be that Jim won a high point trophy in his class this year?

Jim has been racing for about three years and has collected about 100 trophies.

Jim rides for Ralph Gutierrez, on a fast 250cc Bultaco. Jim claims that the secret is to speak Spanish to your Taco; it'll do anything you want. But if you forget to speak in Spanish it won't understand a thing you're saying.

Jim's hobbies are motorcycles, cars, and girl watching.

He plans to start his professional career soon; all his papers are filled out and ready to be sent to Ohio. He can hardly wait for the half mile professional season to start. Indoor doesn't turn him on like flat track racing does, he says.

His favorite professional racer is #22, Dan Haaby.

This coming season in Sportsman racing Jim will be working for a black plate number, those issued to the top twenty expert riders in District 36.

BILL KRAUSE'S
MOTORCYCLE Dept. Store
HONDA/TRIUMPH/YAMAHA
1257 S. LA BREA at Century • Inglewood • 671-0406 • 678-5035
LARGEST PARTS & ACCESSORIES DEPT. IN THE SOUTHLAND
BMW • GREEVES • MOTO-BETA

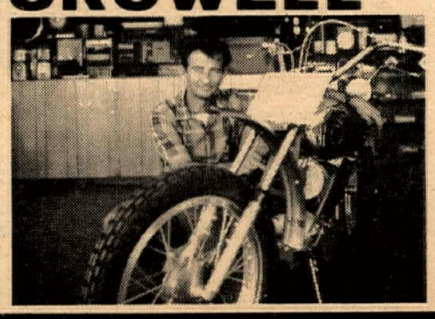
Specialized Triumph – Honda
Repairs * Custom Racing * Engines
Machine Work * Metisse Kits
Cyl. Boring * Head Porting
MIKE BURKE
Motorcycle Specialties
15178 Raymer St. Van Nuys, Cal. 91406
Telephone (213) 780-0779
DESERT SET UP SCRAMBLES

ALL NEW 1969
Motorcycle Racks for all M/C's
to fit all cars & trucks
Large $19. up Installed
Northwest Manufacturing Co.
Shadrone & Rosecrans
Hawthorne, Calif.
(213) 679-8833

OUR UNMUFFLED ROAR OF CONGRATULATIONS TO THE WINNER!
MB SPORTCYCLES

Shelton Trailblazers
January 19, 1969
100cc Class
1st BOB SCHNEIDER – M/B XC100
MB SPORTCYCLES • 311 E. ALEXANDER AVE., TACOMA, WASHINGTON 98421

INTENSIFIED
HODAKAS
BY
CROWELL



COMPETITION READY
Ride what the winners ride
Equipped with these competition extras
Girling shocks – 19" Front Wheel
Ti-Cro Front fork – Skid Plate
B&E Air Cleaner – Fork Brace
Crowell Tuned Pipe – Number Plate
Solid Alloy Rear Sprocket –
Choice of tires
BE A LEADER!
GO
CROWELL
10427 Prairie, Inglewood
(213) 673-5562

Beauty And Brawn At Dana Point Trials

Hodaka mounted Gale Searing competed with the boys and lost 25 points.

Bob Grove motored to third Master.

Story and Photos by Gary Barton

DANA POINT, Cal., Jan. 12 – Mike Hans took the amateur trials run here over riders with many years more experience. Bob Nickelsen and Tom Stowers made the fewest mistakes in Master and Expert, respectively.

The day began in a cold, blustery way and gave little hint to the upcoming heated competition. Approximately 90 riders appeared ready to try their best in the first trails staged this year.

Seven amateur sections and seven master sections were placed around the four mile course. Riders were required to make three laps through the pleasant country. Bob Grove, Jack Ward, Dave Evans and Bob Nickelsen were chiefly responsible for the design of the traps. It's a lot of work to set up 14 traps but can be a lot of fun. Much planning is required and many changes are made before the section is finished.

Perhaps the course planners scared themselves with the Master/Expert traps because the Amateur appeared to be too easy for most riders. Several zero scores were recorded and a ride-off was required to break the tie.

Four riders in the amateur lightweight class were involved in the ride-off. These four were required to ride a trap designed to be a tie breaker. Youthful Mike Hans showed that he has the ability to become a top-flight Trials expert as he dropped but two points in the three passes through the special trap. In so doing Mike bested Bill Smith (5 points), Vince Martinelli (6) and Mike's father Bob Hans (9).

Two other zero scores were recorded and both were good enough for first place positions. Dennis Christiansen dropped the minimum amount in the Amateur Ultra-lightweights and Dee Dee Earl was tops in the amateur womens, by keeping her feet on the pegs when it counts the most.

In the Master class Bob Nickelsen made it known that he's out to get that No. 1 plate next year as he rode his Bultaco to the No. 1 position. Bob's 14 points was a clear margin over John Walters 19 points. Bob Grove, fresh from his wheelie victory at Ascot Park, coasted to a third place finish.

Among the experts, Tom Stowers made his last ride as an expert a winning one. Tom lost 44 points, placed first and earned the required 10 points to transfer to the master class. Ed Davenport made the switch from 90cc Hodaka to 250cc Bultaco; the change must have suited him well for he finished second.

(Results on page 16)

Bultaco Sherpa T rider Ed Davenport waddled to second Expert.

Kawasaki Adds Territory, Men Move Up, New Men In

SANTA ANA, Cal., Jan. 27 – Concurrent with the announcement of the merger of the east and west divisions of Kawasaki Corporation under one title, "Kawasaki Motors Corp. U.S.A.", Alan Masek, general manager, announces the following promotions and additions to the staff.

Don Graves, formerly western sales manager, has been appointed national sales manager. Don Weagel, formerly eastern sales manager, is now marketing manager. Al Goslee, formerly eastern service manager, becomes national service manager. Jack Holmes has been added to the staff as district manager. Swede Carlson has been added as sales coordinator.

The above personnel will be headquartered at the west coast facilities. At the east coast office, the following additions and promotions were announced:

Joe Gregg, formerly dealer development manager for the west coast division has been appointed regional sales manager. Emmett Moore, formerly assistant sales manager, becomes regional office manager. Ed Moran has been appointed regional service representative. Tom Woodfin, John Di Simone, Bill Erickson and Gene Wilson have been appointed district managers.

A new territory has been added to the eastern division by the acquisition of the states of Minnesota, upper Michigan, Iowa, Wisconsin, Illinois, Missouri and part of Kansas. (The Fox Corporation, the former distributor of these states has relinquished them in order to devote their full attention to their own manufacturing enterprises).

Bangor Punta Makes $700,000 Off H-D

Students of higher finance have noted that Bangor Punta Corp. reaped a $700,000 profit from a merger with Harley-Davidson Motor Co. that didn't go through. H-D merged with American Machine & Foundry after a Wall Street battle that drove up the price of H-D shares, over 90,000 of which were owned by Bangor Punta.

Five Texas Road Races

AUSTIN, Texas, Jan. 28 – The newly-formed Southwest Motorcycle Racing Association will enter it's second season when the ninth annual International Championship Motorcycle Road Race Classic is unreeled at Austin Dragway Park, March 2nd, starting at 2 p.m.

The event will be the first of five 1969 road races scheduled in Texas, and will feature many of the great names of motorcycle racing in the Greater Southwest. Over 250 entries from a seven-state area and Mexico are expected.

The all new 1.5 mile super traction asphalt course is located 10 miles north of Austin on Interstate 35 North and FM 1325. The eight turns include three left and five right running to the right. The number three turn is a 160-degree "Monza" wall, or banked type turn, that empties in a series of esses which approach a three-quarter mile straightaway. The 6,000 seat grandstands make the entire course visible.

These five top-caliber American Motorcycle Association-sanctioned road racing events will be held at three first class courses over the state – Austin, Odessa, and Green Valley.

After the March 2 race in Austin, the second will be held at Odessa Raceway Park April 20 with the following events at beautiful Green Valley Raceway (Dallas-Fort Worth) on May 18, July 27 and September 7.

Competition will be open to sportsman, novice, and amateur riders with three classes of competition that will offer something for each participant. There will be drag classes for stock and modified bikes, stock production classes for all sportsman, and the regular road racing classes for all comers.

Drag races, featuring a wheelstanding contest, will start at 12:30 p.m. with the stock production classes beginning at 2 p.m. Additional information may be obtained by writing SMRA, 2507 TCU, San Angelo, Texas or calling (915) 949-1030.

All riders from the coast are welcome if they would like to race, or just practice on the way to Daytona.

IN LANCASTER IT'S
HODAKA
Don & Ray's Motorcycle Shop
1223 W.Ave. I, Lancaster, Calif.
(805) 942-9624

BULTACO
For Your Nearest "Built-To-Go" Dealer
Call TR. 7-2400 or PO. 9-0441

Turner Expansion Chambers
Specialist in tuned exhaust for most two strokes. Port, Polish and five porting, also complete hop-ups for Hodaka.
6025 Maywood Ave. Bld. 11, Huntington Park, Calif. Three blocks off Slauson
589-7717 Hours 10–6

KAWASAKI SPEED KITS
120cc & 175cc write or call $46.00 up
DRACO'S MOTORCYCLES
1629 So. Standard Ave.
Santa Ana, Cal. 92707 (714) 543-9688

Robert M. Law
TRIUMPH
HIGHEST TRADE-IN
239 N. Anaheim Blvd. Anaheim, Cal.
Phone (714) 533-1309

GENE H. MYERS
Authorized YAMAHA Dealer
NEW & USED SALES
Parts – Service & Repair
4459 Redondo Beach Blvd. Lawndale, Calif.
(213) 542-4047

CULVER CITY CYCLE CENTER
Bultaco – Maico
M/B – Penton
2-Strokes our Specialty
(when others are done ours still run)
(213) 839-9000

Circle Spear Cafe
The family motorcycle meeting place
Corner – 230th & W. Hwy. 138
Lancaster area
Fine Food & Cold Drinks
Phone available for Emergencies
Dir. Inter. 5 to 138 Hwy–Approx. 16½ mi.

USED PARTS
ALL MAKES
40% TO 60% OFF
* YAMAHA DEALER *
SCRAMBLER MOTORCYCLES
1801 W. Burbank Blvd. Burbank, Calif.
849-5907 or 845-8738 Ext. 7

Dealer Inquiries Invited
ANOTHER FINE PRODUCT
Distributed by

KS – 76
Silicone Rubber
and
Metal Lube
Penetrates
available in 8 & 14 Oz. aerosol cans
with the
Aragon Circle of Excellence
ARAGON DIST. CO.
Blendzall Dist.
Wholesale ONLY
223 W. CAMINO REAL,
MONROVIA, CALIF. 91016 – 213-447-8342

2-Stroke
MOTORCYCLE OIL
Created especially for 2-stroke engines. Get top performance on track, trail or street.
Ask for

Sta-Lube
Sta-Lube Inc.,
Compton, Calif.

Dealer & Services Directory

RATES: $75 per year (50 issues) for each single business listing, payable in advance.

JUST SEND IN YOUR LISTING with check for $75 and we'll do the rest.

ARIZONA

PHOENIX

BUDDY STUBBS – ARIZONA H-D. Serving all of Ariz. Complete stock of everything for H-D. Four factory-trained mechanics. Open 9–6 Tues.–Sat. 2507 E. Mc Dowell Rd., Phoenix 85008. Tel: (602) 275–7677.

CALIFORNIA

ALHAMBRA

STEEN'S Inc. 1635 W. Valley Blvd. (213) 289–4351. Wholesale and Retail Ceriani Forks and Rear Suspension, Rickman Metisse Kits, Magura Levers, Filtron Air Cleaners, Taco Mini-Bikes, Hodaka SS Dirt Bikes. "The Home of SUPERGOODIES" 8:30–5:30 Mon.–Fri., 8:30–2:00 Sat.

ANAHEIM

ROBERT M. LAW M/C SALES AND SERV. Sales& Parts at 224 No. Anaheim Blvd. Service at 239 No. Anaheim Blvd. (714) 533–1309. "We specialize in after sales service." Triumph, Yamaha, Greeves.

NORM REEVES ANAHEIM, 224 N. Anaheim Blvd. (714) 535–3647. Orange County's biggest m/c dealer. Honda, Bul., BSA, Hod., Moto Beta & Kawa. Complete parts and service.

BELLFLOWER

BELLFLOWER M/C SHOP, INC., 9135 E. Compton Blvd. (2 Blks. E. of Lakewood) Bellflower, 925-5093. "We emphasize service." Tri., Yam., Mon.

PAUL'S HARLEY-DAVIDSON-16211 S. Lakewood Blvd., Bellflower. Tel. ME 4-1222. Paul Lass. Large selec. of new & used motorcycles. Write for mail order parts, new or used.

BURBANK

ROEHR BROS. Inc. (Sports Life) 317 N. Victory Blvd., Burbank 842–4847 or 849–4921 Nat. recognized "5" port mod., exclusive front fork design. Send $1.00 for new '68 Cat. Yam., Mon., Hod., Kawa., Moto Guzzi, M/B, Bonanza. Mon. & Fri. 9–9 Tues.–Thurs. 9–6.

CANOGA PARK

INTERNATIONAL M/C CO. 7233 Canoga Ave., Canoga Park. (213) 346–3700. 100's of used parts. Cyl. rebors. Tri., Yam., Hod., Moto-Beta.

CITY OF INDUSTRY

HONDA HORSEPOWER. Engine building and speed modifications. Porting and polishing, expert crank rebuilding, high performance cams, big bore and stroker kits, etc. For free brochure send self-addressed stamped envelope to MOTORCYCLE SPECIALTIES COMPANY, 926 Allerton, City of Industry, Cal. 91744 or call (213) 330–3617.

COMPTON

CUSTOM CITY SPORTS CENTER Sales & Svc. Yam., Mini-bikes, Totegotes, m/c trailers, cust. acces. See us before you deal, buy, sell, trade. 15721 S. Atlantic, Compton, 635–8058.

JACK SIMMONS Motorcycle Sales & Service. Norton, Suzuki, Ducati, Matchless. Service our specialty – complete machine shop, speed tuning & heliarc welding. Open 6 days, Mon. through Fri. 9 a.m.–9 p.m. 15514 So. Atlantic, Compton, Calif. Phone (213) 639–2777.

CORONA

FLOYD BURK dba CORONA M/C CENTER. We have Honda, Triumph, Bultaco, Rickman & Hodaka. Centrally located for Orange & Riverside Counties. Open 6 days. Half-mile N. of Riverside Fwy. 620 N. Main at River Road. (714) 735–5600.

CULVER CITY

ED EVANS Motorcycle Sales and Service. Complete line of accessories for Triumph, Yamaha and Bultaco. Street and speed tuning our specialty. Open daily 9 to 5, Sat. 8 to 5, closed Sun. & Mon. 13347 W. Washington Blvd. (213) 390–3406.

DOWNEY

NORM REEVES DOWNEY Honda, BSA, BMW, Bul, Moto Beta, Hod., Kawa. Largest selection of new and used m/cs anywhere. Mod. parts & service dept. "We trade for anything of value." 9536 E. Firestone Blvd. (213) 869–0600.

GARDENA

CB MOTORS – Bultaco sales. We svc. all makes. Villiers spares. Trail, street or sports; we fill the bill. Charlie Hockie & Bill Thorwaldson. 1149 W. El Segundo Blvd., Gardena. (213) 756–1669.

HONDA OF GARDENA, 15515 S. Western Ave., Gardena. Ph: 770–0603 or 329–8314. Begin. private train. course, free riding inst. Come in or call for full info.

GLENDALE

HONDA OF GLENDALE "Where you meet the nicest people." Large stock of parts. Finest mech. and courteous personnel. Also Kawa. & BMW. Sure would like to meet you at 905 E. Colorado St. in Glendale, just across from Bob's Big Boy. (213) 246–2461.

INGLEWOOD

CROWELL CYCLE SHOP, 10427 Prairie Ave., Inglewood. OR 3–9573. Match., Hod., Bul. Complete parts and Svc. for all makes. Open 6 days 9–7.

HARLEY–DAVIDSON OF INGLEWOOD 901 N. LaBrea Blvd. Authorized H–D dealer for Inglewood area. Specializing in Road riders access. & parts for all models. Full equipped service dept. with fact. trained mechs. Open Tues.–Sat. 9–6. 671–7609.

MOTO BETA & SACHS for the South Bay area, Inglewood Kart Shop–1307 N. LaBrea-Inglewood–678–6811, 2-cycle modifications, heli-arc welding, mini-bike and go karts. Sales & service. Complete engine work. Open Tues.–Sat.

ONE STOP CYCLE SHOPPING – Authorized dlr. for Hon., Tri., Gre., BMW. Sales, Svc. parts & Ins. Bill Krause Honda–Triumph, 1257 S. LaBrea Blvd., Inglewood. 678–5035. "The M/C Dept. Store."

BILL KRAUSE HONDA–TRI. Also authorized dealer for Yam., BMW, Gre. & Zundapp. Sales, service, parts & Ins. 1257 S. LaBrea Blvd., Inglewood, 678–5035 or 671–0407 "The M/C Dept. Store".

LA HABRA

LE BARD & UNDERWOOD, 221 E. Imperial Hwy., La Habra, phone 714–879–8252 or 213–691–3104. "Service is our middle name". BSA, Honda, BMW.

LONG BEACH

DALE BROWN M/C's, 2441 Long Beach Blvd., Long Beach, 427–8941. Suzuki, Bultaco, Norton, Ducati, Mustang. Complete parts, accessories, and service. M/C Insurance. Financing. Ask about our discount club. Watch for our monthly specials!

HARLEY–DAVIDSON OF LONG BEACH – 3654 Long Beach Blvd., 426–7101. H–D dealer for Long Beach area. Full line of parts & acces. for both Road & Comp. riders. Top quality service, fully equipped svc. dept. Open Tues.–Fri. 8–6, Sat. til 5.

JOE KOONS SALES & SERVICE – BSA, BMW, Suz. and Vespa. Full parts & acces. for all makes. Large qual. service dept. fully staffed with trained mech. Bring in your bike and see what we can do. 1350 E. Anaheim, Long Beach, 591–7159 open Mon. thru Sat. 8–6.

LONG BEACH YAMAHA, Yam. Dealer for Long Beach area. We service all. Open 6 days 9–6:30 in Long Beach, 3580 E. Pacific Coast Hwy. (213) 433–9987.

LONG BEACH TRIUMPH SALES, 624 W. Pacific Coast Hwy., Long Beach 436–0158. "Best service available, specializing in tune-ups." Tri., Kaw., Maico & Duc.

LOS ANGELES

HARLEY-DAVIDSON IN LOS ANGELES (Rich Budelier Co.) 2531 S. Main Street, L.A. RI 9-6235. "Largest H-D service and parts headquarters in U.S.A." Call for pickup or delivery service.

MONTEBELLO

STEVE HURD MOTORCYCLES – Kawa., BMW, Match., Nor., Gre., Duc., Mon., Hod. Matchless parts galore. Service & parts for what we sell. 1405 Olympic Blvd., Montebello (213) 724–0466.

MONTEREY PARK

ED KRETZ & SON CYCLE SHOP, 417 E. Garvey Ave., Monterey Park. AT 0–8244. Tri., Hon., BMW and Suz. Complete parts & service. Expert tuning & mech. work.

NORWALK

JENKINS SPORTS CENTER – "The Extra Service Dealer." Specializing in Yamaha exclusively. Complete Service. Parts, Sales. Open 9–6 every day except Sunday. "Home of The Hi-Jinx Family Motorcycle Club." 13200 San Antonio, at the Santa Ana Frwy., Norwalk. Phone: 868–9997.

PACOIMA

CASEY'S CYCLE REPAIR – BSA – Bul., Hodaka, Svc. for most. Compl. machine shop. Open Tues. Sat. 9–6. 10249 San Fernando Rd., Pacoima. 896–1046.

PARAMOUNT

NORM REEVES PARAMOUNT, Hon., BSA, BMW, Bul., Hod., Moto Beta & Kawa. L.A. area's BIGGEST dealer. Mail order parts department. Huge service dept. 15745 Lakewood Blvd., call ME 0–4313.

POMONA

HARLEY–DAVIDSON OF POMONA–1241 W. Holt Blvd. Phone (213) 332–0616 or (714) 622–5417. Authorized Harley–Davidson dlr. for Pomona. Full line of parts & acces. Quality service in a fully equipt. service dept.

REDDING

NORBERG'S MOTOR CENTER, 2056 Eureka Way, Redding, Calif. 96001. (916) 243–4660. Mon.–Fri. 8:30 to 5:30. Sat. 8:30 to 5:00. Yamaha Motorcycles and Datsun autos. Race Tuning, custom parts & accessories, boring, machining, milling heads, M/C insurance, available. "ONE STOP CYCLE SHOP."

RIVERSIDE

SKIP FORDYCE MOTORCYCLE CENTER. "We've been told it's one of America's most complete and modern facilities". Shop the Big Store and SAVE – where the bargains are. In the middle of Main Street at 14th. Riverside (714) 684–4747.

SAN BERNARDINO

THE TWO WHEELER – Triumph, Suzuki, Bultaco. Home of Champions. Full parts. Service and Access. One block west of Inland Center, 867 W. Colton Ave., San Bernardino. Phone TU 5–3445.

SAN FRANCISCO

PACIFIC HONDA – Montesa "No. Cal. Hq. for the Spanish m/c of International prestige." Featuring Pacific TT spec. svc.–parts–access. & Tech. competition tuning available. Mon.–Sat. 9–7. Pacific Honda, 630 Palmetto, Pacifica, Calif. 359–0167.

SANTA ANA

ROY'S M/C SHOP, 12461 Westminster, Santa Ana. "Orange County's oldest established Honda dealer." Honda, Triumph, Kawasaki. (714) 531–0742.

ORANGE COUNTY CYCLE–Orange county's most complete Yamaha and Bultaco center. Complete parts and service all makes. 205 N. Harbor Blvd., Santa Ana, Cal. Phone (714) 531–9984 or 531–9303 under new ownership. Drop in and see Bob Maynard.

IRV SEAVER M/C – BSA, BMW, Suzuki, Ossa, Cushman trucks. 2402 N. Main, Santa Ana. (714) 542–8691.

SHERMAN OAKS

BUD EKINS M/Cs in Sherman Oaks, Triumph–Honda–Jawa–C-Z–Eso–Hodaka–Rickman Metisse–Cheney, open Tues. through Sat. 10:00 am–7:00 pm, closed Sun. and Monday, 14460 Ventura Blvd., Sherman Oaks, Cal. (213) 768–2251 or (213) 872–2110.

TEMPLE CITY

HONDA OF TEMPLE CITY, 9228 E. Las Tunas, Temple City. AT 7–5949. Hon. & Gre. for Northeast area. Parts galore and svc. too. Show room open Mon.–Sat. 9–6. Shop open Tues.–Sat. 9–6.

TORRANCE

HOCKIES MOTORCYCLES – Sales & svc. 22025 S. Figueroa St., Torrance. Harbor Fwy. – Carson St. turn-off. (213) 328–1242. Gre., Yankee, Ossa, Hod. Also used bikes. Best parts supply in town. We service what we sell. Complete mach. shop – Exp. tuning & mech. work. Hours 10–7. Closed Sun. & Mon.

MARTY'S FOREIGN MOTORS BMW – MOTO–GUZZI Sales–Service–Parts–Accessories. Club Members welcome! 1730 W. Carson St. (at Western) TORRANCE. 1 mile So. of San Diego Fwy. Tel: 320–7040 Svc. Hrs. 8-5.

TUJUNGA

CRESCENTA VALLEY SPORT CYCLES. 7139 Foothill Blvd., Tujunga, Calif. 91042. 352–5917. Yam., Hod., Kaw., Sales & Svc., speed equipt., complete insurance, 100% financing.

WEST LOS ANGELES

HAPCO MOTORS – Hon., Hod., Kaw. Sales–Service–Parts–Ins.–Rentals. Porting for all 4–stroke brands. Our reputation is built on Service. 11637 Pico Blvd., W. L.A. GR 8–0984. Open 7 days – 8:30–7.

PETE JOSEPH'S HOUSE OF YAMAHA – BSA, BMW. Bultaco, Yamaha sales, service & parts. No down payment. O.A.C. Open Mon. thru Sat. 8:30–5:30. "Where the stars buy their 2–wheel cars." 11975 Santa Monica Blvd., 1 mile West of San Diego Fwy. Call GR 3–6717 for pickup and delivery service.

TED'S Imports – Tri. Sales & Service. Competition desert bikes ready–to–win in stock. "We will take cars in trade." 11726 Santa Monica Blvd., W. Los Angeles, GR 3–1101 – Open 7 days.

WHITTIER

WHITTIER HARLEY–DAVIDSON full line new and used motorcycles parts & service dept. Lots of conversation while we serve you and free coffee. Open Mon.–Sat.

WOODLAND HILLS

KOLBE CYCLE SHOP 22420 Del Valle, Woodland Hills. DI 8–7865. Your friendly neighborhood dealer for BSA, Honda & Bultaco. Complete parts and service dept.

NORTH AMERICAN CONTINENT

AKRONT ALLOY RIMS AND STAINLESS STEEL SPOKES. Free literature upon request. North American Imports. Post Office Box 621, Garden Grove, California 92642. Phone: 714–534–6390.

NEVADA

LAS VEGAS

SIMPSON MOTORCYCLE Sales & Serv., Hodaka, Jawa, Rex, C–Z, Bultaco. Complete sales & serv. dept. Full line of parts & acces. 1026 S. 1st St., Las Vegas, Nev. 1 blk. E. of Main. PHONE: (702) 382–4282.

WASHINGTON

SEATTLE

BUDSCHAT MOTORCYCLES – Ducati, Hodaka, Moto Guzzi, Norton. Parts – Accessories – Service. Northwest's Largest Stock of Parts. Mail Order Service. Hours: Week Days 10–6:30 Sat. 10–4:00. 17002 Aurora Ave., Seattle, Wash. 98133. Ph: (206) LI 6–2070.

M/C's & PARTS

JIM'S CYCLE SHOP "Used parts Hdq. in the West." We buy and sell used motorcycle parts, cust. tanks and wheels. Chrome exch. Used M/C's. Sales and Repairs. Batteries and tires. 15 years same location. 11155 Atlantic Ave., Lynwood. NE 2–4298.

INSURANCE

"THE MOTORCYCLE INSURANCE WRITER" since 1937. Fire, theft, comp. P.D. & B.I. individual motorcycle insurance and Dealer insurance. JOHN MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. 836–5211.

LEATHER APPAREL

CUSTOM MADE motorcycle apparel. Number changes, alterations and zippers replaced. Clarice Amberg, ABC Custom Leathers, 9840 S. Atlantic Ave., South Gate, Calif. 90280. Phone: (213) 564–7150. Open 8 a.m. to 4:30 p.m. Mon. thru Fri. By appointment only Saturday. Evening appointments available.

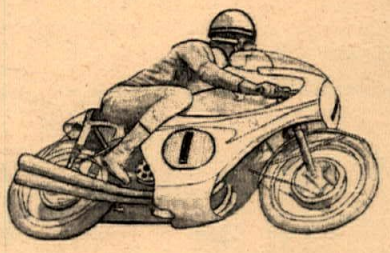
SERVICES

For custom work, welding, special installations, painting and other unusual services, use the businesses listed here:

BROWN FAIRING COMPANY – Specializing in Custom Fairings, Tanks, and Seats. J.O. Brown, 13041 Palomar Way, Santa Ana, Calif. 92705. (714) 633–1627. Custom repair on all fiberglass components.

JACK O'BRIEN PAINTING...Cust. tank & helmet paint. fiberglass work, compl. wreck rebuild, wheel lacing & fork straightening, tire hardening. Free pickup and delivery to dealers. 1599 Santa Monica, Santa Monica, 451–4317 Open 6 days 8–6.

STEEN'S Inc. 1635 W. Valley Blvd., Alhambra. Hi-Performance Hodaka Service: Forks extended to 5-inch travel, 90cc cases bored for 100cc cylinder, 90cc cases machined for 5-speed cogs, boring and porting. Complete Ceriani suspension parts and service. 8:30–5:30 Mon.–Fri., 8:30–2:00 Sat. (213) 289–4351.



DEALERS: Customers keep coming back for Cycle News! TO ORDER the newspaper for your store, call Cycle News Circulation Manager (213) 423-0431 (both display and Outside vending Racks now available).

THE NEW IMAGE

By Chuck Clayton

This week we'll be in Washington, D.C. promoting our eastern edition, State Cycle News (biweekly, subscriptions $4 per year) at the trade show. Also, calling on our friends in the federal Transportation Department to find out any news of their motorcycle safety program since the new administration has taken over.

The Department should be aware by now that their controversial compulsory helmet plan has not magically ended motorcycle traffic fatalities. In fact this helmet compulsion is damaging the reputation of safety helmets which motorcyclists have worked years to promote.

The helmet once had a friendly, protective image in America's mind. But to many it has become at best a restrictive nuisance.

How long it will take for us to repair that damage depends on how soon the restriction can be removed in the 30 states that have it.

The Transportation Department Indians, under their former chief, caused the damage and we hope that they will help undo the harm.

Trade Assn. Heads For Century Mark?

Coinciding with the D.C. show is a scheduled meeting of the Motorcycle, Scooter & Allied Trades Association. Recently they welcomed three new members and so for the first time in history over 50 firms are now represented. This may inspire the association to try some bold new approaches toward solving the problems facing the industry.

There are now more big businesses in the motorcycle industry than ever. It is not fair that a handful have to make the decisions and pay the bills for the association that benefits everyone in the U.S. cycle trade.

Nobody needs the wisdom and influence of the trade association more than the new crop of minibike makers. But has the MS&ATA asked the minimagnates to join? None that I have spoken to has been approached, although one said he would join, if asked.

1969 looks like a good year for the MS&ATA...if they'll just practice a little of that super-salesmanship that they seem to expect from their dealers. Why not aim for a hundred members by 1970, MS&ATA?

Free John Penton

Many of the trade association's officers are also executives of the AMA. It is hoped that the AMA executive board will meet and consider the case of John Penton, who is now starting the 4th month of his 6-month suspension for allegedly breaking the rules.

Penton's punishment is clearly a miscarriage of justice. But he has chosen to suffer in silence rather than humiliate the rider association in a court of law. Such sacrifice should not go unheeded.

The least the AMA execs can do is commute Penton's penalty to time already served. And give the Meadowlarks M.C. back its charter. Good God!

The controversial rule of exclusivity which Penton and others supposedly violated should stand until the Competition Congress meets again. The Congress, right or wrong, left it in the rulebook. No one but the elected Congress should change a rule, even when, as in this case, there is no doubt that it is a bad one.

But meantime the AMA board might take their Executive Secretary firmly in hand and make him stop destroying good will with his tyrannical sentencings, when token punishments would serve the association better.

Next Week In Cycle News

FIRST 1969 NATIONAL CHAMPS Houston Astrodome TT & Short Track Winners.

* * * * * * * * * * * * * * * *

ELSINORE GRAND PRIX FLASHES

+ *more*

— SUBSCRIBE TODAY —

Grandma Learns To Ride A Trailbike

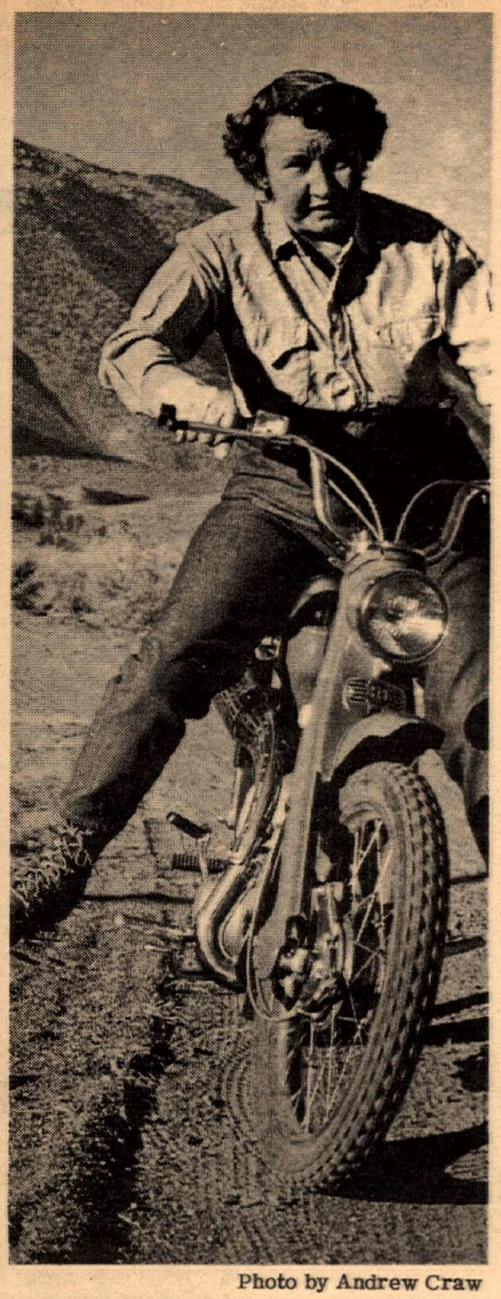


Photo by Andrew Craw

by Julia Craw

It isn't fair to make a lady tell her age but I will admit that I have been called "Grandma" a lot of years. And my husband has me beat by a decade.

So, when he started talking trailbikes, I thought I was completely justified in using age as a cop-out. Or maybe I had nursed too many motorcycle casualties – nice, healthy, young men with good calcium-strong, plastic bones who had been overpowered by their machines. Or maybe I had heard too much about the Hell's Angels. Whatever it was, I put both feet down hard.

He countered by quietly pointing out the number of these vehicles being carried inside, topside, on front and on back of the cars and campers we passed. He marked good new exploring areas on our maps – places we hadn't been able to reach. He mentioned the weight of our backpacks. (I had to agree they were getting heavier every year.)

Finally I said, "All right, you can get one – but you have to teach me to ride it. If you can't, we give up the idea of trailbikes."

That, I thought, would do it, especially since I hadn't yet even learned to ride a bicycle. But the gleam in his eye should have warned me.

Well, he bought one.

Andrew started me out gently. He put me on the "buddy seat" and rode me along quiet, smooth, country roads to give me the "feel of balancing." Next he put me in the rider's seat, put his hands over mine, and steered me along the trails.

Then came the moment I was on my own. Feet flying, front wheel twisting like the head of a sun-fishing bronco, throttle up, down, up, down, bumping, bucking, bouncing, I made twenty feet before I landed in a heap at the side of the road with the beast on its side beyond me.

That ended the first week's lesson; I guess he thought he should allow time for the bruises to heal.

On the following Friday a surprising thing had happened inside me. When he said, "We'll take the bike out tomorrow and try it again," instead of reluctance I felt a queer little flicker of eagerness. Deep down was a sudden and unexpected desire to show that cantankerous man-made brute who was boss. Gray hair, yes – brittle bones, maybe – but no rude two-wheeled machine was going to get away with tossing me around.

By the end of the weekend, I was riding on my own, and liking it.

Elsinore 1100 Riders

By Marty Gomez

Entries from 1,100 riders have been confirmed by the Gripsters M.C., sponsors of the second annual Elsinore 100-mile Grand Prix, February 8 and 9.

The race is unique in that it is the only race in the United States that includes the city streets as part of the course. This year riders will be coming from as far away as Connecticut.

Small-bore motorcycles will run on Saturday. The bigger machines are slated for Sunday. Race time for both days is 11 a.m.

Steve Hurd and Steve Scott, last year's overall winners, have again entered in this year's event.

Lose Helmet Test Case

The Appellate Division of the Connecticut Circuit Court upheld the constitutionality of that state's controversial "helmet law" in a case backed by the Connecticut Motorcycle Association.

"It does not tax the intellect," the court said, "to comprehend that loose stones on the highway kicked up by passing vehicles...could so affect the operator of a motorcycle as to cause him momentarily to lose control and thus become a menace to other vehicles on the highway."

The court further was of the opinion that the law "is not discriminatory since equal protection is accomplished when all of a same class are treated in a like manner."

Photo by Motor Cycle News

Hailwood Quits

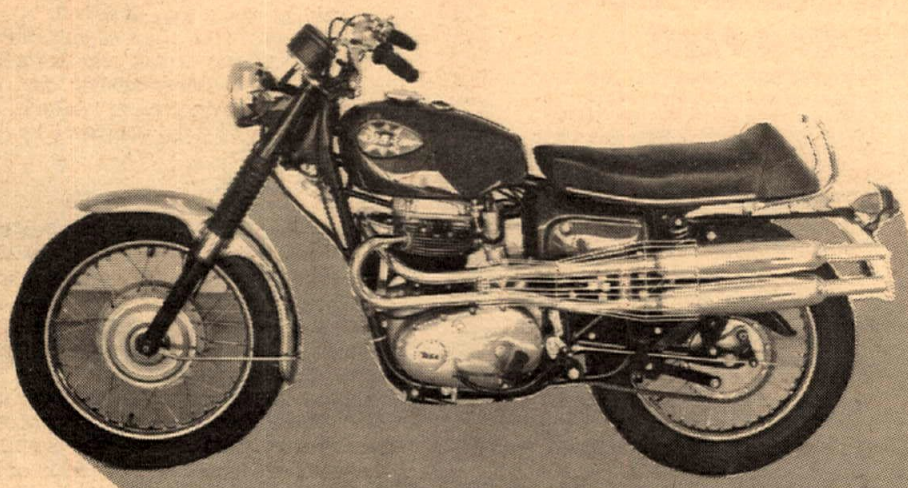
Mike Hailwood, the road racer who has won more TT's and world championships than anyone else, has announced his official retirement from motorcycle racing and is now embarking on a career of car racing. New FIM rules are attributed to Mike's quitting.

Independent Researches Asked To Measure Us Up

The Federal government is running advertisements in the Commerce Business Daily, a paper published by the Dept. of Commerce, asking for independent researchers to conduct two separate studies in motorcycle safety.

The first will cover turn signals, lighting, handlegrips, foot rests, pedals and seats.

The second will measure motorcycle riders in an attempt to establish a base of data to be used in setting safety standards for motorcycle construction.



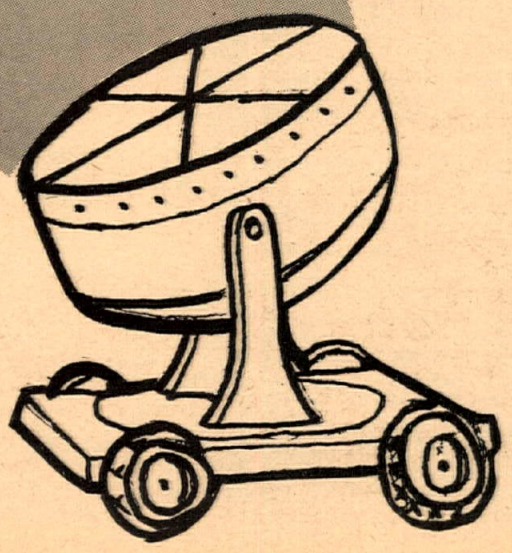
BSA

RECORD SETTER FOR '69

BSA 650cc Swede Savage Set
NEW Record Riverside Raceway

650cc FIREBIRD SCRAMBLER

The ultimate in on-the-road or off-the-road performance. This is the Beeza with the famous Hornet heritage. And in '69 the Firebird is more of a winner than ever. 9:1 compression ratio. Tuned upswept crossover pipes for maximum clearance and performance. Bigger carbs for cleaner acceleration. On the road or on the track, this is the one the others will have to beat.



See Your Bold World Dealer

BSA Western
2745 E. Huntington Drive
Duarte, California 91010
Ph (213) 359-9271

HEAVYWEIGHT DESERT 1968 POINT STANDINGS
(Continued From Last Week)

New#	Old#	Rider	Pts.	Cl.
131.	600	Neil Fergus	171	Am
132.	72	Wes McAlaster	170	Exp
133.	166	Don Mitchell	170	Am
134.	215	John Dorius	170	Nov
135.	51	Fred Reva	165	Exp
136.	4	Larry Bergquist	160	Exp
137.	905	Frank Russo	160	Nov
138.	912	Joe Kulek	159	Am
139.	101	Keefer Flanner	158	Am
140.	802	Ted Brich	158	Nov
141.	259	Wally Dempsey	155	Nov
142.	880	Bobby Ewing	152	Nov
143.	308	Buddy Ferro	150	Nov
144.	579	Todd Martella	149	Nov
145.	185	Dick Camp	147	Exp
146.	338	Bruce Iverson	146	Nov
147.	137	John Larrsen	145	Am
148.	160	Jerry Rateliff	144	Am
149.	32	Wally Casperson	141	Am
150.	58	James Camaret	140	Exp
151.	89	Bill Bradshaw	137	Am
152.	155	Bob King	136	Exp
153.	17	Gail Ferrell	135	Am
154.	148	Lyle Simpson	134	Exp
155.	191	Don Houser	133	Am
156.	450	Steve McLean	133	Nov
157.	149	Bill Johnson	130	Am
158.	771	Rick Shirey	127	Nov
159.	962	Arden Schug	127	Nov
160.	299	Larry Freeman	126	Nov
161.	723	Lloyd Cox	125	Nov
162.	596	Joe Yirogen	121	Nov
163.	26	Gary Conrad	120	Exp
164.	158 M	Whitey Gregory	120	Nov
165.	152	Andre Pillon	118	Exp
166.	103	Jerry Randall	116	Am
167.	11	Mase Ryon	115	Exp
168.	931	Rom Scales	115	Nov
169.	868	Loran Cole	114	Nov
170.	372	Everett Creach	112	Nov
171.	224	Phil Hoebel	110	Nov
172.	126	Bob "Beatle" Bailey	109	Exp
173.	179	Stan Gorgura	109	Am
174.	337	Bob Melton	109	Nov
175.	284	Harlan Bast	107	Exp
176.	322	Floyd Burk	107	Exp
177.	945	Don Oakley	105	Exp
178.	556	Gary McElarth	105	Nov
179.	852	John Bailey	105	Am
180.	169	Keith Ludwig	103	Nov
181.	164	Walter Hoffman	102	Am
182.	489	Ronn Blumke	101	Nov
183.	988	Ed Wight	100	Am
184.	104	Don Hinckley	99	Am
185.	107	Don Finley	98	Nov
186.	105 M	Don Hill	97	Nov
187.	140	M.L. Stevens	96	Am
188.	20	Howard Beach	96	Exp
189.	147	Don Beach	95	Am
190.	62	Dennis Stinson	95	Am
191.	955	Gibby Smith	95	Nov
192.	253 M	Steve Ellsworth	95	Am
193.	163	Ron Keeping	92	Nov
194.	108	Jim White	91	Am
195.	75	Ray Bierman	90	Exp
196.	153	John McCoy	90	Nov
197.	202	Bud Bailey	90	Nov
198.	87	Bob Reddish	98	Exp
199.	479	D.N. Leser	88	Nov
200.	211 M	Mike Mitchell	88	Nov
201.	242	Bill Greene	87	Nov
202.	520	Bill Murphy	87	Nov
203.	946	James Lane	87	Nov
204.	307	Gary Nichols	86	Nov
205.	457	Joe Cortez	86	Nov
206.	84	Gary Leupold	86	Exp
207.	929	Bob Kulek	85	Am
208.	814	Dave Richardson	83	Nov
209.	125	John "Crash" Diskin	80	Am
210.	443	Ed Houtz	79	Nov
211.	162	Tom Sandburn Jr.	78	Nov
212.	270	Dick White	78	Am
213.	178	Nick Raino	77	Nov
214.	218	Lane Riedel	76	Nov
215.	71	Dick Fletcher	75	Exp
216.	123	Buck Smith	75	Exp
217.	128	Steve Hill	75	Am
218.	172	Richard Forrest	75	Am
219.	237	Clayton Jiles	75	Am

(Continued Next Week)

FINAL 1968 LIGHTWEIGHT SCRAMBLES POINT STANDINGS, DISTRICT 37 (Cont'd. From Last Week)

206.	Jack Dannenberg	51
207.	Ray McCarty	51
208.	Chuck McIntosh	51
209.	Stephen F. Armstrong	50
210.	Paul Coberly	50
211.	Chuck Daly	50
212.	Mickey Alzola	49
213.	Willis G. Carter	49
214.	John Ashton	47
215.	George Luther	47
216.	Albert Griswold	46
217.	Bob Long	46
218.	Russell Shull	46
219.	David Anderson	45
220.	Glen Barrett	45
221.	Bob Brownell	45
222.	Larry Hammond	45
223.	Larry Lund	45
224.	Ronald J. McDaniels	45
225.	Norman L. Modesett	45
226.	Larry Hardison	44
227.	Jack C. Martin	43
228.	Scott Smith	43
229.	Bruce Wing	43
230.	Carol Ann Archer	41
231.	Joe Craine	41
232.	J.C. Lewis	41
233.	Elaine G. Olds	41
234.	Rickey M. Aguirre Jr.	40
235.	Glen Bolenbaugh	40
236.	Jim Goldsmith	40
237.	Bill Hardin	40
238.	Larry Mane	40
239.	Chuck Thompson	40
240.	Robert H. Olds	39
241.	Tony Mason	37
242.	Gary Anderson	36
243.	Vic Rudder	36
244.	Ralph Wilkinson	36
245.	Harold Bankhead	35
246.	Jack H. Binning	35
247.	Bill Hubbard	35
248.	Ken Hudson	35
249.	Robert K. Revett	35
250.	Charles R. Summers	35
251.	Paul E. Taylor	35
252.	Fred Willard	35
253.	Greg McArthur	34
254.	Steve Bachelor	34
255.	Mike Hoffee	34
256.	Mike Radner	34
257.	Dan Willits	34
258.	Dan Ney	32
259.	Kent L. Parker	32
260.	Richard Ferrick	31
261.	Frank L. Spangler	31
262.	John W. Colombero	30
263.	Richard Dale Gann	30
264.	Richard Green	30
265.	John B. Hagey	30
266.	Mike G. Runyard	30
267.	Don L. Wehrman	30
268.	Ron Wolff	30
269.	Gary Booth	29
270.	James S. Hawkins	29
271.	Bruce Alford	28
272.	Art Amarillas	28
273.	Mark Cook	28
274.	Carolyn R. Petrie	28
275.	Gary Lane	27
276.	Raymond R. Sledge	26
277.	Eugene L. Caldwell	25
278.	Thomas Lee Howe	25
279.	Steve McMahan	25
280.	Dan Puetz	25
281.	Dan Rachford	25
282.	Mike Toussau	25
283.	Steven John Camerson	24
284.	David C. Douglas	24
285.	Roy Griffing	23
286.	Bob Huntsman	23
287.	Michael Barnes	22
288.	Tom Stowell	22
289.	Maureen Ashton	21
290.	D.H. Blochwitz	21
291.	Richard Marquis	21
292.	Eddie Mitchell	21
293.	John E. Sandborn	21
294.	Artie Joe Smith	21
295.	Norman R. Walke	21
296.	Dewey Jay Graham	20
297.	Glenda D. Holeman	20
298.	Steven Harsen	20
299.	Jerry Pedige	20
300.	Burt Severy	20
301.	Andy Wilson	20
302.	Lynnette Burk	19
303.	Walt Crampton	19
304.	Dean Hensley	19
305.	Keith Hummer	19
306.	Paul El Lambert Sr.	19
307.	John Donald Narby	19
308.	Warren Bolton	18
309.	Bob Greenstreet	18
310.	Ken Johnson	18
311.	Steve Mudd	18
312.	Cecil Bailes	17
313.	Rich Cuellar	17
314.	Kim Haines	17
315.	Bill Hisey	17
316.	Bruce Ogilvie	17
317.	Tom Perry	17
318.	Kevin J. Bush	16
319.	Rodd Foster	16
320.	Ray Frost	16
321.	Tom Gifford	16
322.	Denny Hansen	16
323.	Jerry D. Hart	16
324.	Kim Kimball	16
325.	Bruce L. Kissack	16
326.	Robert Kutkowski	16
327.	Jack Lamovreus	16
328.	Lloyd Miller	16
329.	Ron Typer	16
330.	Robert D. Wamboldt	16
331.	Ric Bell	15
332.	Robert E. Boyd	15
333.	Rec Brady	15
334.	Ron Burba	15
335.	John S. Cecil	15
336.	Dave Fletcher	15
337.	Billy Fulton	15
338.	Stephen Gardner	15
339.	George W. Gillespie	15
340.	Norman R. Harris	15

(Continued Next Week)

GROUNDSHAKER'S M.C. HARE SCRAMBLES
Sun., Jan. 26, 1969

FIRST OVER-ALL—Big Bikes

1.	Casey Folks Jr.	Hus	250 Ex
2.	Bill Hill	Gre	250 Ex
3.	Terry Griebel	Gre	360 Ex
4.	Bob Mikulski	Hus	250 Nov
5.	Dale Hunter	Hus	250 Nov
6.	Robert Lea	Hus	360 Nov
7.	Dutch Cunningham	Hus	360 Am
8.	Gary Stewart	Gre	250 Nov
9.	Jay Willy	BSA	360 Am
10.	Tom Scales	Hus	360 Am
11.	Nick Thomsen	Hus	360 Nov
12.	Paul Harber	Gre	360 Nov
13.	Jim Johnson	Hus	360 Nov
14.	Lee Mayse	Gre	250 Nov
15.	Dick Lehner	Hus	360 Ex
16.	James Mash	Mon	360 Nov
17.	Mick Hughs	Gre	250 Nov
18.	Jack Winebarger	Bul	250 Nov

125 FIRST OVER-ALL

Roger Bille	Pen	125	Am
Dan Stadtlander	Yam	125	Ex
Dyra Saavedra	Pen	125	Nov
Mel Rains	Sac	125	Nov
Kibby Scales	Sac	125	Nov
Steve Cooper	Hod	125	Nov
Skip Johnson	Hod	125	Nov

DISTRICT 37 DESERT TRAIL BIKES EARNED 1969 NUMBERS
(Continued From Last Week)

1969 No.	1968 No.	Name	Cl.	Pts.
261.	M 269	Runnels, L.	Nov	42
262.	148	Scott, G.	Nov	41
263.	M 158	Feather, A.	Nov	41
264.	52	Douglas, D.	Am	40
265.	528	Greer, R.	Nov	40
266.	762	McAlister, R.	Nov	39
267.	M 250	Wallis, A.	Nov	39
268.	M 293	Rothenberger, B.	Nov	38
269.	644	Armijo, S.	Nov	38
270.	765	Verbois, J.	Nov	37
271.	495	Walter, R.	Nov	36
272.	46	Miller, G.	Exp	35
273.	485	Cook, T.	Nov	35
274.	599	Stephenson, G.	Nov	35
275.	M 331	Woolam, R.	Nov	35
276.	630	Richter, G.	Nov	34
277.	M 299	Schmid, T.	Am	33
278.	M 340	Milligan, C.	Nov	33
279.	206	Mullen, L.	Nov	33
280.	647	Johnson, G.	Nov	32
281.	988	Crim, T.	Nov	32
282.	917	Fritz, E.	Nov	32
283.	209	Martin, R.	Nov	31
284.	475	Wood, P.	Am	30
285.	195	Hein, R.	Nov	30
286.	78	Bergman, C.	Nov	30
287.	388	Mitchell, M.	Nov	30
288.	863	Ferris, T.	Nov	30
289.	178	Eyre, J.	Nov	30
290.	939	Formey, G.	Nov	29
291.	437	Scarberry, J.	Nov	29
292.	575	Wickershan, J.	Nov	28
293.	M 104	Truesdell, C.	Nov	27
294.	M 343	Bell, J. Borders, R.	Nov	27
295.	503	Borders, R.	Nov	26
296.	319	Cotton, M.	Nov	26
297.	101	Hedden, L.	Nov	26
298.	543	Simpson, J.	Nov	26
299.	176	Miller, J.	Nov	25
300.	180	Bruederle, J.	Nov	25
301.	277	Kessler, R.	Nov	24
302.	751	Holzhaver, W.	Nov	24
303.	231	Murphy, D.	Nov	24
304.	800	Watkins, D., Sr.	Exp	24
305.	774	Keeler, M.	Nov	24
306.	358	Yauchzee, K.	Nov	23
307.	504	Woodward, D.	Nov	23
308.	36	Thomas, R.	Exp	23
309.	434	Hood, M.	Nov	23
310.	481	Grajeda, R.	Nov	22
311.	119	Payse, M.	Nov	22
312.	697	Cram, M.	Nov	22
313.	730	Greaves, T.	Nov	21
314.	480	Klock, C.	Nov	21
315.	799	Bechard, R.	Nov	21
316.	966	Sympson, T.	Nov	21
317.	154	Babroff, B.	Nov	21
318.	380	King, B.	Nov	21
319.	724	Hawks, G.	Nov	21
320.	M 352	Hettinger, K.	Nov	21
321.	442	Brooks, M.	Nov	21
322.	299	Neibert, M.	Nov	20
323.	711	Kidder, D., Jr.	Nov	20
324.	832	Harlan, J.	Nov	20
325.	204	Peterson, G.	Nov	20
326.	375	DeBlois, J.	Nov	20
327.	624	Brown, G.	Nov	20
328.	955	Puchalek, A.	Nov	19
329.	59	Dibble, W.	Am	19
330.	58	Engler, R.	Am	18
331.	65	Clark, T.	Am	18
332.	M 382	Yetto, W.	Nov	18
333.	M 332	Woolam, A.	Nov	18
334.	M 249	Jost, P.	Nov	17
335.	672	Woolam, A. Jr.	Nov	16
336.	268	Parish, W.	Nov	16
337.	242	Bowman, K.	Nov	16
338.	897	Hardin, V.	Nov	16
339.	844	Moore, K.	Nov	16
340.	29	McClure, M.	Am	16
341.	604	Bell, S.	Nov	16
342.	517	McLaughlin, R.	Nov	15
343.	449	Poster, B.	Nov	15
344.	666	Nosbusch, B.	Nov	15
345.	M 282	McCreery, M.	Nov	15
346.	555	Burrough, T.	Nov	15
347.	742	Rice, K.	Nov	15
348.	547	Dick, M.	Nov	15
349.	M 211	Sherman, J.	Nov	15
350.	823	Gallaher, B.	Nov	14
351.	785	Rendich, B.	Nov	14
352.	490	Hammer, S.	Nov	13
353.	854	Hull, C.	Nov	13
354.	874	McKee, T.	Nov	13
355.	502	Sullivan, D.	Nov	13
356.	404	Rendich, G.	Nov	13
357.	843	Blain, D.	Nov	13
358.	606	Lapraik, D.	Nov	13
359.	387	Ward, J.	Nov	13
360.	73	Perrin, J.	Nov	12
361.	972	Stockstill, T.	Nov	12
362.	662	Fuller, R.	Nov	12
363.	560	Holz, D.	Nov	12
364.	M 175	Pavich, J.	Nov	12
365.	M 326	Catlett, D.	Nov	12
366.	287	Whitney, K.	Nov	12
367.	602	Horton, T., Jr.	Nov	11
368.	344	Bernard, B.	Nov	11
369.	467	Corn, G.	Nov	11
370.	M 314	Feather, J.	Nov	11
371.	M 292	Hood, G.	Nov	11
372.	525	Griffith, D.	Nov	10
373.	683	Noone, L.	Nov	10
374.	M 264	Jeide, G.	Nov	10
375.	M 124	Scapa, Ro.	Nov	10
376.	M 380	Pattison, W., Jr.	Nov	10
377.	M 444	Fields, C.	Nov	10
378.	M 143	Bird, G.	Nov	10
379.	M 277	Renn, D.	Nov	10
380.	M 395	Broyles, L.	Nov	10
381.	626	Hullett, D.	Nov	9
382.	424	Kalmick, F.	Nov	9
383.	773	Jefferies, J.	Nov	9
384.	463	Motley, J.	Nov	9
385.	M 172	Anglen, R.	Nov	9

(Continued Next Week)

1968 DISTRICT 37 DESERT LIGHTWEIGHT PT. STANDINGS
(Continued From Last Week)

271.	Nov	Gary Davis	40
272.	Ex	Rex Hopkins	40
273.	Nov	Bruce Clagg	40
274.	Am	Dick Kouns	37
275.	Nov	R.D. Webb	37
276.	Am	Claude Long	36
277.	Nov	Howard Vassar	35
278.	Nov	Jack Coode	35
279.	Nov	Robert Waters	35
280.	Nov	Bud Jones	34
281.	Nov	Tom Uglean	34
282.	Nov	Ed Townsend	33
283.	Nov	Jim McCoun	32
284.	Nov	John Shepard	31
285.	Nov	Joe Higgs	30
286.	Nov	Bob Byrd	30
287.	Nov	Jerry Jeffery	30
288.	Ex	Bob McLaughlin	30
289.	Ex	Ron Fry	30
290.	Ex	Dallas Baker	30
291.	Nov	Kent James	30
292.	Nov	Edward McIntyre	30
293.	Nov	Howard Rahn	29
294.	Nov	Robert Brown	29
295.	Nov	Robert Thompson	28
296.	Nov	Kenneth Torrey	27
297.	Nov	Grank Geiger	26
298.	Nov	Dave Megla	26
299.	Nov	James Bentley	25
300.	Nov	Everett Creach	25
301.	Am	Marvin LeBlanc	25
302.	Nov	James Lovelady	25
303.	Nov	John Meyer	25
304.	Nov	Aaron Martenson	25
305.	Nov	Jim McWhirter	25
306.	Nov	Larry Darland	25
307.	Nov	David Richards	25
308.	Am	Lonnie Betts	25
309.	Nov	Donald Morrison	25
310.	Nov	Keith Marshall	25
311.	Nov	J.L. Ellsworth	25
312.	Nov	Tom Gill	24
313.	Nov	Tommy Cook	23
314.	Nov	Bob Foote	23
315.	Nov	Paul Brun	23
316.	Nov	David Ryner	23
317.	Nov	Dennis Tooman	23
318.	Nov	E.H. Fuller	23
319.	Ex	Gale Hogan	22
320.	Nov	Robert Walker	22
321.	Am	Jim Choner	22
322.	Nov	Pete Prestia	22
323.	Ex	Chuck Kocsis	21
324.	Am	Chesley Smith	21
325.	Nov	Lee McCormick	21
326.	Nov	Mike Shepherd	21
327.	Nov	Harold Stephy	21
328.	Am	Bud Hedrick	21
329.	Nov	Clinton Tarvin	21
330.	Nov	Ron Dugan	21
331.	Nov	James Gilliam	20
332.	Nov	Al Ferdman	20
333.	Nov	Richard Gaines	20
334.	Nov	D.N. Roudebush	19
335.	Am	Earl Roeseler	18
336.	Nov	Pete Klassen	17
337.	Nov	Thomas Jacobs	17
338.	Nov	Daniel Bice	16
339.	Nov	Michael Seitz	16
340.	Ex	Harlan Bast	16
341.	Nov	Thomas Grant	15
342.	Nov	Kenny Van Ert	15
343.	Nov	Richard Childs	15
344.	Nov	Bill Pope	15
345.	Am	Tony Capistrano	15
346.	Nov	Dave Garrett	15
347.	Nov	Richard Staples	15
348.	Nov	Jack Rampey	14
349.	Nov	Glenn Scott	14
350.	Nov	Brice Blair	14
351.	Nov	Gary Dean	14
352.	Ex	Yale Camp	13
353.	Nov	David Malone	13
354.	Nov	Chief Galbraith	13
355.	Nov	Ed Wanjon	13
356.	Nov	Richard Brooks	13
357.	Am	Tom Hoyle	12
358.	Nov	Jack Griffin	12
359.	Nov	Dennis Jones	12
360.	Nov	Jim Alsup	12
361.	Nov	Lawrence Demas	11
362.	Am	Kim Kimball	11
363.	Nov	W.N. Jones	11
364.	Nov	John Hammond	10
365.	Nov	James Searles	10
366.	Nov	Robert Foglia	10
367.	Nov	Walter Bird	10
368.	Nov	Warren Burdine	10
369.	Nov	Jack Dannenberg	10
370.	Nov	Frank Danielsen	10
371.	Nov	Melvin Shapiro	10
372.	Nov	Dale Brassfield	10
373.	Nov	Tom Martin	9
374.	Nov	Keith Collier	9
375.	Nov	Oscar Heintz	9
376.	Nov	Donald Bernard	8
377.	Nov	W.C. Hatfield, Jr.	8
378.	Nov	Robert Revett	8
379.	Nov	Robert Fish	8
380.	Nov	Mike Mulconery	8
381.	Nov	Andy Rasmussen	8
382.	Nov	Cal Parsons	8
383.	Nov	David Pooley	8
384.	Nov	Dave Chandler	8
385.	Nov	Jack Harker	7
386.	Nov	Dennis Dunn	7
387.	Nov	Roy Vaughn	7
388.	Nov	Don Afflack	7
389.	Nov	Larry Bowser	7
390.	Nov	B.J. Schlumpberger	7
391.	Nov	William Tell	7
392.	Nov	Ray Jacobs	7
393.	Nov	Douglas Nelson	6
394.	Nov	John Streitberger	6
395.	Nov	George Lavallee	6
396.	Nov	Carl Casanova	6
397.	Nov	Tom Garner	6
398.	Nov	Clyde Howdy	6
399.	Nov	James Oehler	6
400.	Nov	Richard Sorensen	5

(Continued Next Week)

PONDEROSA HARE SCRAMBLES
Wed., January 1, 1969

OPEN CLASS—143 Entries—72 Trophies

TROPHY WINNERS:

1.	J. Robers	Hus
2.	T. Brooks	Bul
3.	D. Fields	Bul
4.	T. Muto	Hus
5.	P. Perron	H-D
6.	A. Gibbs	Hus
7.	R. McCarty	Yam
8.	J. Hendrix	Tri
9.	W. Good	Bul
10.	P. Violette	Yam
11.	P. Vaught	Hus
12.	G. Thompson	Mon
13.	H. Needham	Hus
14.	D. Bernard	Bul
15.	B. McCoun	Hus
16.	D. Kiedrowski	Hus
17.	H. Hallgath	H-D
18.	S. Kreps	Bul
19.	D. Kline	Bul
20.	J. Kindsvogel	Yam
21.	J. Warren	Kaw
22.	B. Strauss	Gre
23.	G. Kelsey	Bul
24.	K. James	Bul
25.	G. Colberg	Hus
26.	F. Malis	Bul
27.	G. Drean	Mon
28.	L. Miller	C-Z
29.	J. Oruntt	Oss
30.	A. Knapp	Hus
31.	D. Worley	Hus
32.	N. Cobbs	Bul
33.	E. Burman	Bul
34.	B. Reddish	Hus
35.	W. Krug	Bul
36.	R. Camby	Bul
37.	B. Clagg	Gre
38.	B. Boyd	Bul
39.	J. Piette	Kaw
40.	S. Dalton	Yam
41.	G. Lanese	Hus
42.	W. Elliott	Yam
43.	B. Webb	Yam
44.	R. Carter	Yam
45.	T. Johns	Gre
46.	M. Mayes	Kaw
47.	B. Riggs	Yam
48.	T. Webb	Hus
49.	D. James	Yam
50.	B. Steagall	Hus
51.	D. Knudsen	Yam
52.	R. Anderson	Bul
53.	T. Palmer	Bul
54.	T. Burman	Pen
55.	C. Smith	Yam
56.	F. Castro	Mai
57.	D. Smith	Gre
58.	Eck Tur	Hon
59.	C. Scott	Yam
60.	T. Lambert	Mon
61.	M. Zempel	Kaw
62.	A. Adkison	Bul
63.	D. McCord	Yam
64.	E. Meyers	Hus
65.	D. Gately	Kaw
66.	J. Lee	Yam
67.	V. Standiford	Mon
68.	J. LaBrose	Bul
69.	M. Russin	Yam
70.	W. Maddox	Hus
71.	W. Tweed	Yam
72.	J. Maeda	Bul

TRAIL CLASS—104 Entries—52 Trophies

TROPHY WINNERS:

1.	W. Anderson Jr.	H-D
2.	M. Lee	Hod
3.	D. Goldsmith	H-D
4.	T. Jetton	Sac
5.	G. Ryder	Hod
6.	A. Wurtz	Pen
7.	G. Crowther	Hod
8.	T. Wells	Hod
9.	R. Fortier	Hod
10.	R. Hodges	Hod
11.	B. Duncan	Pen
12.	Alan	Zun
13.	S. Dayton	Hon
14.	J. Saunders	Hod
15.	B. Bell	Bul
16.	D. York	Hod
17.	D. Needham	Sac
18.	I. Drake	Hod
19.	R. Milligan	Hod
20.	L. Taylor	Hod
21.	T. Stockstill	Sac
22.	S. Tuso	Hod
23.	F. Fontes	Hod
24.	R. Martin	Hod
25.	J. Gallarza	Hod
26.	D. Kolesar	Hod
27.	R. Cliburn	Sac
28.	D. Popp	Hod
29.	C. Litton	Hod
30.	D. Brown	Hod
31.	M. Compton	Hod
32.	M. Brooks	Bul
33.	R. Vennes	Hod
34.	C. Vanderwindt	Sac
35.	R. Scott	Yam
36.	G. Moore	Hod
37.	E. Bames	Sac
38.	J. Ambaose	Suz
39.	H. James	Hod
40.	D. Wells	Yam
41.	J. Kephart	Yam
42.	D. Smead	Hod
43.	W. Jacobsen	Kaw
44.	J. Ward	Hod
45.	T. Breker	Hod
46.	L. Bames	Sac
47.	R. Maeda	Bul
48.	C. Martin	Hon
49.	M. Lambert	Hon
50.	S. Weber	Bul
51.	G. Bird	Hod
52.	B. McLeod	Bul

DESERT CHALLENGER'S
Deadman's Point, Cal.
Sun., Jan. 5, 1969

100cc CLASS

* 1.	Mark Rader	Hod
* 2.	Jeff Wright	Hod
* 3.	David Aldana	Suz
* 4.	Carl Steven	Sac
* 5.	Joe Ambrose	Suz
* 6.	Jerry Johnson	Hod
* 7.	Denny Groover	—
* 8.	Don Eide	Hod
* 9.	Fred Helm	Hod
*10.	Geral Yarbrough	Hod
*11.	John Rogers	Hod
*12.	Dick Fuller	Hod
*13.	John Williams	Sac
*14.	Larry Upp	Hod
*15.	Dwight Summers	Bul
*16.	James Harwood	Hod
*17.	Frank Wilsford Jr.	Hod
*18.	Ed Barnes	Hod
*19.	Walker Yetto	Hod
*20.	Brian Akers	Yam
*21.	Phil Jost	Hod
*22.	Noel Barber	Hod
*23.	Bob Stabile	Bul
*24.	Robert Hunter	Sac
*25.	Scott Gregory	Hod
*26.	Jim Landry	Hod
*27.	Dave Lilly	Sac
*28.	Don Urbanek	Hod
*29.	John Mills	Hon
*30.	Brian King	Hod
*31.	Craig Forney	Hod
*32.	Michael Libonati	Sac
*33.	Jim McMurtrey	Hod
*34.	Chuck Gordon	Hod
*35.	Billy Ezzell	Hod
*36.	Bruce Olafson	Hod
*37.	Bob Brennan	Zun
*38.	Tom Carlson	—
*39.	Tom Gnehm	Hod

250cc CLASS

* 1.	Jim Wilson	Gre
* 2.	Jim O'Neal	Bul
* 3.	Dick Breker	Bul
* 4.	#118	—
* 5.	Lon Peterson	Sac
* 6.	Norm McDonald	Yam
* 7.	John Huegel	Yam
* 8.	Larry Donohew	Yam
* 9.	Gage Herrington	Hus
*10.	Neil Winston	Bul
*11.	Bob Rasmussen	Pen
*12.	Bob Chesshir	Mon
*13.	Kevin Underwood	Yam
*14.	Robert Revett	Yam
*15.	Ken Newton	Yam
*16.	Steve Tarvin	Yam
*17.	Robert E. Edge	Pen
*18.	Dick Wright	Gre
*19.	Claude V. Long	Yam

OPEN CLASS

* 1.	Bill Ydiando	Hus
* 2.	Jack Ross	Hus
* 3.	Neil Fergus	A/E
* 4.	David Brooks	Bul
* 5.	Carl Spahr	H-D
* 6.	Mike Payse	Bul
* 7.	Bruce Gray	Hus
* 8.	Ed Enochs	Mon
* 9.	James Rowe	Mai
*10.	Ron Farmer	Mon
*11.	Don Hill	Hus

SO. CALIF. TRIALS ASSN. ENGLISH TRIALS RESULTS
Dana Point, Calif.
Sun., Jan. 12, 1969

MASTER

**1.	Bob Nickelsen	Bul	14
**2.	John Walters	Bul	19
**3.	Bob Grove	Bul	21
**4.	Dale Evans	Bul	28
5.	Jack Ward	Bul	35

EXPERT

**1.	Tom Stowers	Gre	44
**2.	Ed Davenport	Bul	54
3.	Kevin Walker	Hod	63
4.	Louie Dunn	Gre	64
5.	Roy Sheridan	Yam	66

AM. ULTRA LTWEIGHT

**1.	Dennis Christiansen	Hod	0
**2.	Bob Riggs	Hod	1
**2.	Norman Cowell	Sac	1
**4.	Gary Lane	Hod	3
**5.	Bob Devore	Hon	5
**6.	John Clement	Hod	6
7.	Larry Frakes	Hod	8
8.	Chris Gosdew	Bul	10
9.	Steve Van Wormer	Hod	12
10.	Greg Lersch	Hod	15
10.	Bill Earl	Hon	15

AMATEUR WOMEN

**1.	Dee Dee Earl	Hod	0
**2.	Donnie Stewart	Hod	3
3.	Tina Brewer	Kaw	6
4.	Joyce Davenport	Hod	8
5.	Edna Evans	Bul	8

AM. KIDS—UNDER 12

**1.	Dean Searing	Suz	1
2.	Scott Riggs	Suz	5
3.	Randy Rader	Hon	12
4.	Craig Kincaid	Yam	35

AM. LIGHTWEIGHT

**1.	Mike Hans	Cot	0
**2.	William Smith	Bul	0
**3.	Vince Martinelli	Gre	0
**4.	Bob Hans	Bul	0
**5.	Dalton Karsten	Bul	1
**6.	John Brewer	Cot	3
**6.	George Karsten	Bul	3
**6.	Leroy Earl	Bul	3
7.	Fred Haas	Bul	4
7.	John Schulz	Spr	4
8.	Ralph Wingert	Cot	4
9.	Ron Garsha	Bul	5
9.	Victor Conaway	Bul	5
10.	Bill Deeter	Mon	5

HOLIDAY HOP
Sun., Jan. 5, 1969

* 1.	Mike Patrick	250 Ex	Yam
* 2.	Phil Bowers	250 Ex	Yam
* 3.	Steve Holladay	500 Am	Hus
* 4.	Steve Staats	500 Ex	H-D
* 5.	Bob King	250 Ex	Bul
* 6.	Tom Smith	250 Am	Yam
* 7.	Dean Goldsmith	100 Ex	H-D
* 8.	Ross Termin	250 Am	Bul
* 9.	Gene Cannady	100 Ex	Hod
10.	Gary Preston	250 Ex	Bul
11.	Ray Yinger	500 Am	Hus
*12.	Duffy Hambleton	Op Nov	Tri
13.	Dennis Torgerson	250 Ex	Hus
*14.	Frank Russo	500 Nov	Hus
15.	Jim Brunson	500 Ex	Gre
*16.	Mike Lane	250 Nov	Yam
17.	Lloyd Lingelbach	500 Ex	Gre
*18.	Tim Robinson	500 Nov	Bul
19.	Paul Greenwood	500 Am	Hus
20.	Jack Froelich	100 Ex	Bul
21.	James Jacklett	250 Am	Yam
22.	Barrett Bubar	Op Nov	Tri
23.	Lonnie Betts	250 Am	Bul
24.	Wes Anderson Jr.	100 Ex	H-D
25.	Sam Burg	500 Am	BSA
*26.	Bill Thomas	250 Nov	Bul
27.	Bob Bailey	500 Ex	Mai
28.	Richard Trusty	250 Am	Bul
29.	Jerry Willingham	500 Ex	Bul
30.	Jack Krizman	100 Ex	H-D
*31.	Kent James	250 Nov	Bul
*32.	Norman Woodruff	250 Nov	Gre
33.	Jerry Perkins	Op Ex	Nor
*34.	Bob Sizer	250 Nov	Yam
35.	William Tell	500 Nov	Gre
36.	Bill Steagall	500 Nov	Hus
37.	Ed Scott	250 Am	Bul
*38.	Ken Parks	100 Am	Hod
39.	Clarence Scott	250 Nov	Yam
40.	Roger Peters	100 Am	Hod
41.	Gary Le Colberg	500 Nov	Hus
42.	Larry Waggoner	250 Nov	Bul
43.	Loren Beers	500 Nov	BSA
44.	Gary Bailey	100 Ex	Pen
45.	Alan Wurtiel	100 Am	Pen
46.	Larry Demas	250 Nov	Gre
47.	Chuck Daly	250 Nov	Sac
48.	Mike Hinghaw	250 Am	Bul
49.	R.M. Martin	500 Nov	Hus
50.	Tom Palme	250 Nov	Bul
51.	Mike Hayes	500 Nov	Bul
52.	David Pike	500 Nov	BSA
53.	Don Love	250 Nov	Hus
54.	Geo. Eggleston	Op Nov	Tri
55.	Robert Walker	250 Nov	Gre
*56.	Ray Morrow	100 Nov	Hod
57.	Broch Williams	250 Nov	Vil
58.	Bill Kingsland	500 Nov	Hus
59.	David Anderson	250 Nov	Kaw
60.	Martin Williams	250 Nov	Bul
61.	Richard Miller	250 Nov	Yam
62.	Dave Rymal	100 Am	—
63.	Roger Foster	500 Am	BSA
64.	Jerry Barbour	250 Nov	Bul
65.	Gary James	250 Nov	Hus
66.	Richard Richardson	250 Am	Hus
*67.	Edward Dollins	100 Nov	Hod
*68.	Ken Warner	100 Nov	Hod
69.	Gary Jennings	250 Nov	Bul
70.	Jeff Marsh	250 Nov	—

* Denotes Trophy Winners

BLUE WASH, AMRA HARE SCRAMBLES
Phoenix, Ariz.

By Matt Glover

0-125cc

1.	Eschenbaugh	Pen
2.	J. Klecak	H-D
3.	Gatesh	Hon
4.	Edwards	Kaw
5.	McLain	Kaw

125-250cc

1.	Boaz	Yam
2.	Gabbert	Yam
3.	Sturtevant	Yam
4.	Myrick	Hus

250-OPEN

1.	Miller	Hon
2.	Sasser	Hus

MINI-BIKE

1.	Rowley	Twi

RESULTS

19th ANNUAL MOOSE RUN
Four Aces
Sun., Jan. 26, 1969

By Dick Wright

1.	Dennis Torgerson	250 Ex	Hus
2.	Phil Bowers	250 Ex	Yam
3.	Mike Patrick	250 Ex	Yam
4.	Mike Burke	Op Ex	Tri
5.	Dick Camp	250 Ex	Bul
6.	Dan Ortega	250 Nov	Hus
7.	George Walker	500 Ex	Hus
8.	James Martino	500 Ex	Hus
9.	Chuck Raudman	Op Am	Ric
10.	Bill Waters	500 Am	Hus
11.	Danny Kline	250 Ex	Gre
12.	Joe Kulek	500 Am	Hus
13.	Terry Davis	500 Am	Hus
14.	Tom Muto	250 Ex	Hus
15.	Tom Schmit	250 Am	Bul
16.	Tom Maxwell	Op Ex	Nor
17.	Joe Biedenbach	500 Nov	Bul
18.	Don McDonald	Op Nov	Tri
19.	Carl Iverson	250 Nov	Hus
20.	Don Kellouser	250 Ex	Kaw

TRAIL BIKES

1.	Wes Anderson Jr	Ex	H-D
2.	Robert Kessler	Nov	Sac
3.	Jerry Jetton	Ex	Sac
4.	Earl Allen	Nov	Sac
5.	Jeff Wright	Ex	Hod
6.	Jack Morgan	Ex	Hod
7.	Paul Nyland	Nov	Hod
8.	George Curry	Nov	Hod
9.	Dave Seales	Nov	Hod
10.	Bill Barkkari	Am	Hod

SAN PEDRO M.C. FIELD MEET
Sun., Jan. 5, 1969

100cc NOVICE (31 entries)

11.	Doug Field	875
2.	Ken Lopez	652
3.	Gary Gilmore	568
4.	Mike Fryette	509
5.	C. Sommers	400
6.	Tom Doty	296
7.	Nyles Paris	269
8.	Jim MacDonald	264
9.	Bobby Messer	225
10.	Jim Simpson	207

250cc NOVICE (21 entries)

1.	Greg Schweers	900
2.	Jim Carr	800
3.	Mike Cram	720
4.	Dean Schweers	521
5.	Jerry Young	391
6.	Steve Eubanks	267
7.	Bill Dunsmore	169
7.	Yale Camp	169
9.	Don Rapp	141
10.	Greg Osborne	125

350cc OPEN NOVICE (9 entries)

1.	Tom Rapp	1200
2.	Joseph LaPorte	900
3.	Larry Gimenez	450
4.	Roy McElroy	352
5.	Keith Wheatley	169
5.	Earl Ragen	169

250cc EXPERT (11 entries)

1.	Tom Muto	925
2.	Steve Cole	896
3.	Steve Ellsworth	700
4.	John Rice	619
5.	Bill Messer	391
6.	Ray Alexander	127
7.	Jerry Isaacson	71
8.	E. Russell	53

350cc OPEN EXPERT (5 entries)

1.	R. Thorwaldson	1200
2.	Jim Ashworth	469
3.	Bill Bradshaw	300
4.	Don Shore	225
4.	Dick Fichtner	225

SWEEPSTAKES

1.	Tom Rapp	350 Nov
2.	Gary Gilmore	100 Nov
3.	Greg Schweers	250 Nov
4.	Joseph LaPorte	350 Nov
5.	Steve Cole	250 Ex
6.	Mike Cram	250 Nov
7.	Ken Lopez	100 Nov
8.	Dean Schweers	250 Nov
9.	Dick Moseley	100 Nov

BEAN CANYON HARE & HOUND-POKER RUN
Sun., Jan. 12, 1969

By Ken Shaw

1.	Doug Evans	Op	Bul
2.	John Larson	Op	Tri
3.	Bill Douglass	Op	Tri
1.	Wes Evans	250	Pur
2.	Andy McDaniel	250	Bul
3.	Bill Campbell	250	Kaw
1.	Rick Haslett	175	Suz
1.	Bill Hamann	175	Kaw
2.	Marlene Acosta	125	Sac
3.	Paul Simon	175	Hon
1.	R. Fortier	100	Hod
2.	Monte Lee	100	Hod
3.	A.N. Boisvert	100	M-B

POKER RUN WINNERS:
R. Fortier, 3 jacks
R. Acosta 3-10's

LOW HANDS:
Bill Douglass 7 hi
Larry Olsen 8 hi

MOTO-CROSS RACES
Dead Mans Point, Calif.
Sun., Jan. 12, 1969

0-125 JR. & SR.

*1.	Gary Bevans	Pen
*2.	Tom Garrett	Yam
*3.	Geral Yarbrough	Hod
*4.	Chuck Woody	Yam
*5.	Gary Emory	Hod
*6.	Bill Smith	Yam

250 SENIORS

*1.	Dennis Keefe	Hus
*2.	Don Bevans	Yam
3.	Steve Veverka	Bul
4.	Ray McCarter	Yam

250 JUNIOR

*1.	Ron Peterson	Yam
*2.	Butch Rotz	Yam
*3.	Jim Rutter	Gre
*4.	John Morris	Yam
*5.	John Hvegel	Yam
*6.	Bill Harris	Hus
7.	Harold Strom	Yam
8.	Walt Vanderhoft	—

500-OPEN JUNIOR

*1.	Ken Markling	BSA
*2.	Tom Horton	Gre
*3.	Charles Tidwell	Mai
4.	Dean Mackelpranc	Tri
5.	Martin Chokany	Mai
6.	#1Z	—
7.	Steve Friese	Yam

500-OPEN SENIOR

1.	John DeSoto	Mon
2.	Dennis Keefe	Hus
3.	Bill Larson	Tri
4.	Ron Nelson	Mon

33 – 33 – 33 – 33 – 33 – 33 – 33 – 33 – 33 – 33
Maico
Bob Bailey's Service Center
Special tuning for Sachs & Penton
17124 S. Western Ave. #6
Gardena, Cal. 90247 (213) 327-8538
33 – 33 – 33 – 33 – 33 – 33 – 33 – 33 – 33 – 33

ALL NEW 1969
Motorcycle Trailers
2&3 Bike Trailers
$169. to $299.
Northwest Manufacturing Co.
14312 Shadrone Ave., Hawthorne
(213) 679-8833

SACHS
NORM REEVES
Paramount * Anaheim * Downey

SALES·SERVICE
PARTS (DEPT. CN)
BSA
When you need NEW wheels!
INSURANCE AVAILABLE
100% OR UP TO 36 MOS FIN
COMPLETE CYCLE MACHINE SHOP
LAWNDALE CYCLE
15324 Hawthorne
Lawndale, Calif
676 0161 SP2 1822

HARLEY-DAVIDSON
Rapido Immediate Delivery Sportster
Harley-Davidson of Oceanside
216 Via Del Monte Oceanside, California
(714) 757-7580

BRIDGESTONE
100+ TRAIL
For the name of your nearest Dealer
So. Cal. McCulloch Dist. Inc.
(213) 772-2106
No. Cal. Coast McCulloch
(415) UN 3-5520

YAMAHA
Bob Maynard's
ORANGE CO. CYCLE
205 N. Harbor Blvd. Santa Ana
(714) 531-9984

SPECTATOR LIABILITY AND PARTICIPANT INSURANCE FOR TRACK OWNERS, PROMOTERS AND CLUBS – BUSINESS PACKAGES – MOTORCYCLE & AUTOMOBILE – LIFE & ACCIDENT.
S. HARRIS-PINSKY OF MICHAEL BENDER & ASSOCIATES, INC.
5225 WILSHIRE BOULEVARD, Suite 717
L.A., Calif. 90036 (213) 937-2011
BROKER INQUIRIES INVITED.

SALES SERVICE
HOCKIES MOTORCYCLES
HODAKA YANKEE OSSA GREEVES
Complete Machine Shop Facilities
22025 So. Figueroa
Torrance, California (213) 328-1242

KAWASAKI
Headquarters
BEACH CITIES CYCLES
525 N. El Camino Real
San Clemente, California
(714) 492-6741

$ WANT ADS $

'68 BULTACO METRALLA 250cc
Super fast, immaculate, 1100 miles, factory fairing $395 takes it. (213) 355-7763 eves/weekends.

1966 YAMAHA 250cc Big Bear five speed, good condition, new pistons, rings, chain $200.00. (213) 379-7931.

HODAKA 67-3/4 desert equipped. Many extras $325 best offer. (213) 257-4492.

'60 EL CAMINO, six, stick, overdrive, near new tires, brakes, shocks, ball joints, approx. 25 m.p.g./freeway. Xlnt. mechanically, good appearance $395.00 cash. (213) 257-3939.

1967 VELOCETTE "Thruxton" 500cc. Race tune, 48 hp, 8500 rpm $300 cash for equity. Classic shape and extra chrome, 7200 original miles, 2 mufflers, extra gears, book manual (213) 762-9253.

1969 SUZUKI 120cc Bearcat Trailbike. One week old, wife changed mind, wants Dune Buggy instead. Cost $500. Sell for $375. (714) 675-5949 (evenings).

FREE SAMPLES – and/or subscriptions – of the British magazine, MOTORCYCLE MECHANICS, $4.50/year for 12 issues, may no longer be had from the stateside address previously advertised in this newspaper. Address all inquiries to: MOTORCYCLE MECHANICS, 109-119 Waterloo Road, London, S.E. 1, ENGLAND.

EL CAMINO'S, Trucks, and cars. Call Jim Woolwine, (213) 352-3241 or (213) 353-3226. Chev. Dlr., 20 yrs. Dist. 37.

'69 CHENEY TRIUMPH – Moto-Cross and desert $1150.00. (213) 899-2807.

25% SAVINGS ON INSURANCE
Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. Phone: 836-5211.

MANAGER WANTED $1,000 A MONTH PLUS
Large Honda Dealer needs experienced manager. Prefer man 25-40 w/family and auto sales background. Wonderful future for self-starter, who has auto and cycle exper. Must be able to direct and manage people. Send resume to P.O. Box E, c/o Cycle News, 6477 No. Long Beach Blvd., Long Beach, Ca. 90805.

1969 X4A MAICO 360cc, three Sundays old. Emergency forces sale, first $750 takes it. After 6 p.m. (805) 942-3993 Lancaster.

MECHANIC WANTED
Kolbe Cycle, 7514 Reseda Blvd., Reseda Calif. (213) 345-7616.

COME IN OR CALL ME
about new Rancheros, trucks, new Fords, and used cars. District 37 rider for 10 years. Save $$$$$, ask for Tom Mc Cartney. Phone (213) 591-3311. Mel Burns Ford, 2000 Long Beach Blvd., Long Beach, Calif.

1964 TRIUMPH TR6 excellent condition, only 2500 miles, set up for trail, never raced, street equipment included. Anxious to sell! $625. Evenings (213) 838-3505.

TRADE: 32" Bates black leather pants for 30" leather pants. (213) 790-5406.

1968 HONDA CL350. Custom painted tank, the rest chrome. Megs & vol. stacks, trials tires, looks good, runs good, $675.00. Must see. (213) 634-2179.

VAN TECH like new. Complete with forks, wheels, shocks, handlebars, levers etc. Choice of Yamaha or Hodaka mounts. Asking $395.00 but won't refuse any reasonable offer. Call after 4:00 (714) 875-2746.

SACRIFICE
"66" 305. Very unusual chopper & semi show. All chrome & very neat. 1-1/2 gal. tank plus many extras $600.00 or trade. (213) 462-3588.

FOR SALE: 66 Royal Enfield TT bike. New top end and lower end $500 or trade for Jeep. (213) 969-2341.

250 CZ MOTOCROSS extra tuned exhausts, fast & reliable $475. (805) 967-8961.

CZ MOTOCROSS
Sacrifice, 250cc, like new, must sell. Call (714) 883-0820 evenings.

CHUCK JONES is recouperating at Royal North Shore Hospital in Sidney, Australia

FREE CATALOG – Motorcycle Parts & Accessories, Books, Clothes, etc: California Cycle Supply, P.O. Box 192, Fairbury, Ill. 61739. Phone: (815) 692-3769.

ATTENTION: CYCLE NEWS CONTRIBUTORS
We do not have the addresses of the following contributors, please contact us: Dale Wood, Leonard Tatun, Dewitt Thuett W.H. Spencer, Carol Stone, Erma Redding, Mike Payne, Ron Mits, Bob Leffelbein, Jim Alfred, L. Lawton, Don Kissel, Bill Haines, Ray Hornick, John Endy, Steve Cordell, R.L. Caudle, Dave Burchards, Carl Byers, Ben Bok & Jane Fleet.

WANTED MOTORCYCLE TRAILER
Will trade M/C parts, accessories, hand tools or tool box. (213) 446-8938.

Bob Bailey's Service Center has a Motocross team.....they're great!

BULTACO–MAICO–PENTON
Orange County Cycle, 205 N. Harbor Blvd., Santa Ana. (714) 531-9984.

1968-1/2 360x4 MAICO Moto-Cross. Has wide gear ratio, 21" front end. Must see to appreciate. A steal at $695.00. (805) 762-7311 ext. 2441 or (805) 758-2790.

RICKMAN-METISSE HANDLEBARS
Street, racing, scrambles, sole U.S. Importer's Dist. House of Suzuki-Triumph, 16112 Harbor Blvd., Fountain Valley, Calif. 92708.

FOR A FREE SAMPLE COPY OF State Cycle News (the Eastern States Cycle News) send 15¢ in coin or stamps to State Cycle News, Amherst, Ohio 44001.

WANTED – SALESMAN
Outstanding opportunity for experienced M/C salesman, 3 top lines – Suzuki – BSA – Bultaco. Large used bike business. Top commission and guarantee to the right man. Year round work. Suzuki Fun Center, 515 N. Victory Blvd., Burbank, or call (213) 849-7295.

1967 HUSKY 360cc. Excellent cond. $800. (213) 984-3097.

FOR SALE – 1966 Hodaka, 100cc five speed, fully equipped with latest high performance components from Webco. Completely ready for trailing, desert, Moto-Cross, Enduros, etc. (213) 399-7726.

FOR SALE – 1965 Yamaha Big Bear – new brakes, Avon speedmaster, drag bars, dual leading front brake with scoop, very clean, make offer. (213) 794-1563.

ATTENTION RACERS
1968 Montesa 250cc Cappra. Prototype of famous 360cc Cappra. Cerianis front and rear. 32mm carb., matched, ported, polished, ports. Close ratio trans., new tires, piston, rings, chain. 215 lbs. ready to race, extremely fast, motocross ready excellent condition. Extra sprockets, parts. Only 6 like it in U.S. Must sell $695.00 cost $1040.00 new. (714) 224-2030.

50 GAL.-3 WHEEL Gas Buggy – crank dispenser. Good condition, original cost $225.00. (213) 655-5101.

Bultaco Repair & Hop Up Manual
Covers all models, including 360cc, discuss porting port alignment, 5 porting 7 porting, reed plates, cutting pistions, timing by light, general tune up, shifting problems and remedy, Clutch heat treating, glass peening, etc. Send $3.00 to: Morgan Engineering P.O. Box 2774 Fullerton, Ca. 92633

LLOYD LINGELBACH Please contact Cycle News. We have a check and a letter for you from Wes Cooley.

LEADING CYCLE DEALER NEEDS HELP!
Immediate opening with leading m/c dealer for parts man, mechanics, salesmen, etc. Excellent pay & co. benefits. Diversified Co. – you learn three business in one job. Clean, smog free area. Thrifty Lad Honda, 2411 Lincoln, Santa Monica. Cal. 90405.

POSITION WANTED: 26 year old white male college graduate desire position with motorcycle dealership anywhere in L.A. area. Experienced in business selling & mechanics. Bilingual in Spanish. Call (213) 835-9850 after 6:00 p.m.

TROPHIES FROM CHECKERS
Hare & Hound may be picked up at Mike Burke M/C Spec. Have several from 67 run also. 15178 Raymer St., Van Nuys, Calif. 780-0779.

HUSQVARNA PENTON Specialist. Mail order parts, Swedish moto-cross gloves $7.95. Malcolm Smith, 1989 La Cadena, Riverside, Cal. (714) 684-1866.

HUSQVARNA PENTON DEALER
For the So. Bay area is Scuderia, 1634 Pier Ave., Redondo Beach, Calif. (213) 376-5095.

RON (GRUMPH) KOWALSKI is alive and in training for the Polish moto-cross team.

INSURANCE FIELD MAN WANTED
Insurance Company interested in a Field Representative to promote motorcycle and other lines of insurance. Submit resume to P.O. Box D, c/o Cycle News, 6477 N. Long Beach Blvd., Long Beach, Calif. 90805.

1968-1/2 GREEVES excellent condition, many extras. Forced to sell $725. (213) 325-3494.

SELL-TRADE Van Tech frame, new, Hodaka eng., good cond., Honda S90 forks wheel. Make offer. (213) 286-3684.

VAN TECH HODAKA
Like new 100cc – must sell; leaving town, best offer! Many extras, see evenings; 10976 Ratner St., Sun Valley, Calif.

1966 TRIUMPH Mountain Cub. Excellent condition. Street or dirt. Very low mileage. (213) 673-3017.

WILL TRADE 650cc Unit-Construction cylinder in for non-Unit-Construction cylinder. (714) 827-6664.

DESERT HODAKA 90, many extras, dependable, excellent condition, call Jeff (213) 695-5768.

FOR SALE: Yamaha 1/2 bike $325. Call Pete (714) 673-4569.

1967½ HUSKY 360cc
Excellent condition. (213) 776-0262.

'67 KAWASAKI 120, big tires, brace, chamber, girlings $275. (213) 391-3328 eves.

1967 HUSQVARNA 250 excellent condition. Must sell. See on the way to the races at Mojave. Call (805) 824-4256 for directions and information.

United Motorcycle Enthusiasts
Speaks for YOU. Wherever your rights are involved. All it takes is $5.00 to JOIN U.M.E. Box 1154, Reseda, Calif. 91335.

WEBCO 350 Honda road racer, KH cams, gearing, $395. Jim (213) 632-8013 (w) 326-3810.

TRADE FOR OLDER V-8 TRUCK
1968 El Camino 327, A/C, tinted glass, P/S and brakes, power-glide, vinyl top, Radial tires, AM and stero, air shocks, H.D. suspension, 4-3/4% bank loan. Owe $2,700. (213) 244-0505.

'67 HUSQVARNA good condition. Must sell $700/best offer. 247-6473.

DISPOSABLE POWER
THROW YOUR OLD ENGINE AWAY and bolt in one of these brand new Hodaka 100cc engine units. Complete with 5-speed wide ratio gearbox, carburetor and new outside engine coil. $171 full price. No CODs. Delivery guaranteed, prepaid. Send check or money order to HANCO SALES, Box 4121, Glendale, Calif. 91202.

CR110 HONDA 8-speed, extra new parts, manuals, $295. Jim (213) 632-8013, (w) 326-3810.

BOOK: "HOW TO RIDE & WIN"
Expert riders in American sports competition tell the techniques of track and trail. Chuck "Feets" Minert on TT-Scrambles, Bud Ekins on Moto-Cross. East Coast's Don Pink tells how to ride Enduros and woods. John McLaughlin on Grand Prix Scrambles. Helpful tips on setup of motorcycles, cards & licenses and mucho more. Hardbound. $4. postpaid. Send check or money order to -- How to Ride & Win. c/o C&S Publishing Co., Box 498, Long Beach, Calif. 90801.

Name .....

Address .....

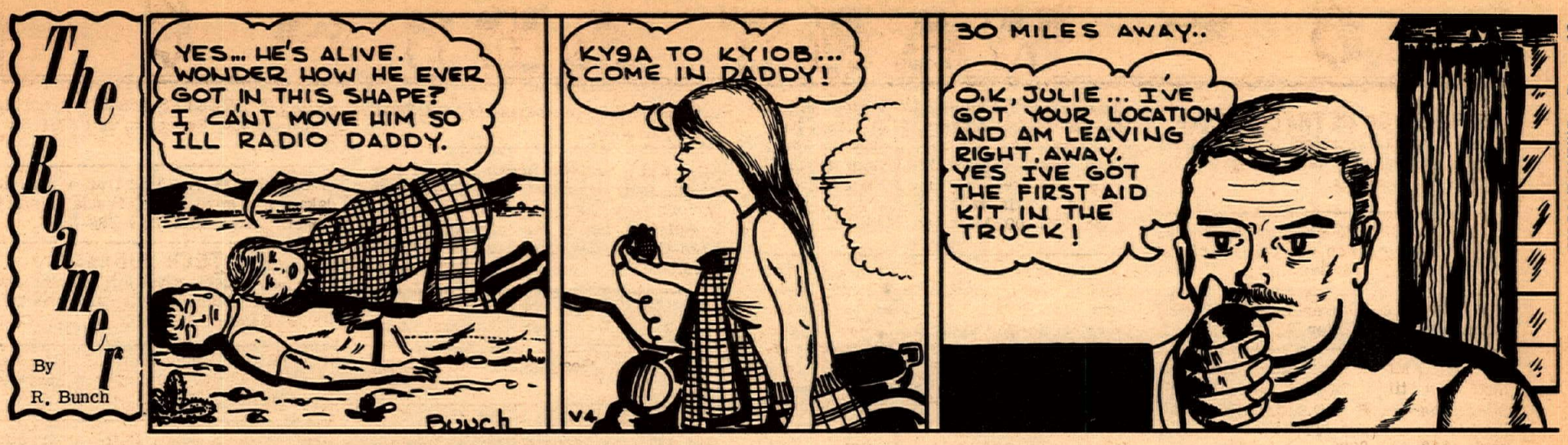
City ..... State .....

PLEASE PRINT AD HERE

Ten Words – $1
Twenty Five words – $2
Headline in BOLD TYPE $1 extra
Picture $3 extra
Extra word – 10¢ each
COMMERCIAL ADVERTISERS RATE
Ten words $2.00
Twenty five words $4.00
Bold Line $2.00
Photo ..... $6.00 (YOUR PHOTO)
Extra word – 20¢ each

FREE ADS (10 words maximum)
If you have something to give away

ENCLOSE CURRENCY MAIL TO: CYCLE NEWS, P.O. BOX 498, LONG BEACH, CALIF. 90801 (Include area code with phone number.)



WANT ADS

1968 GREEVES 250cc

Super fast! Over $200.00 port work, milled head, special exhaust pipe, special carb., Barnett clutch, new suspension, xlnt. cond. $750.00. (213) 345-5091.

1964 SUZUKI 250, low miles, new rubber excellent transportation bike $265.00 or trade for small foreign sedan. (213) 343-7547. Call after 6, ask for Kris.

SPIRO AGNEW DOESN'T READ CYCLE NEWS...But Nixon's whole family does!

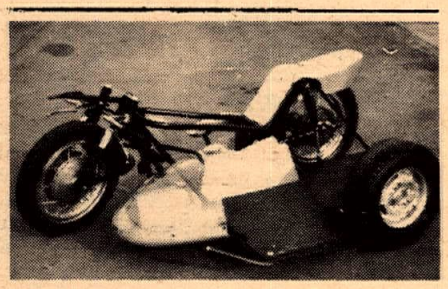
1968 PUR SANG top shape with extras $600.00. (714) 245-2704.

1968 YAMAHA DT1 enduro, xlnt. condition, low mileage $650.00 or offer. Make offer. Call (213) 469-8508 eves. after 5:30 p.m.

68 LOBITO AK-14 hp dirt or street $350. 67 Moto Beta, big tires, desert seat, Filtron, compression release, extended swinging arm & forks $275.00. Phone: (714) 735-0695 Corona.

SEXY SACHS

Late '67 Moto-Cross. 21" front wheel, Bultaco piston, Dykes rings, new tires. (213) 835-6907.



BRITISH road racing sidecar, brand new will except any engine. Dough Bingham (213) 781-9908. $950.00.

1963 YMAHA 80cc set up for dirt. Very good condition. (714) 496-3934.

YAMAHA 80 new tires, Gyt tuned exhaust $150.00. Velo KSS cases $25.00. Velo venom tank $25 and other parts. Call (213) 330-0578 plus S-W V8 tach. $25.

TRI. 500cc 66 T100C DESERT STRONG

like new. Too many extras to describe. Must see to appreciate. (213) 754-8286.

HONDA 160 setup for AFM production racing and daily riding. Road racing tires, seat bars, rear set pegs, etc. Fresh engine and many spares $375. (408) 296-7177.

1969 360 MAICO X4A $800.00. Call (805) 544-0971 between 6-7 p.m.

ONE NEW and one used Hagon grass trackers. Complete, less engines. M. Pottorff (303) 542-6295 Pueblo, Colo.

250 BULTACO PUR SANG

'67 Very clean and very fast. Original owner. Covina (213) 966-7922.

NEW 1967 AERMICCHI (H.D. Sprint) 250cc road race or flattrack. Many spare, sell or trade for racer or street bike. Immaculate! Also 2 electric tacs for mags. Will consider anything? After 6:00 (213) ST 8-7454 or ST 8-7551 Encino.

1966 SHERPA "T" clean, extra gearing, Filtron $425. 1967 Suzuki X-6 perfect orig. cond. $425. Will consider trade for 250-up scrambler. (805) 964-1380.

67-1/2 KAWASAKI 238 factory prototype of greenstreak, now better. 21" front, Girlings rear, reworked front suspension, many spares, excellent motocross. (714) 879-6233 Fullerton.

TRADE – 59 Chev. El Camino Pick-Up or 61 Falcon sta. wagn. for Triumph 650cc street bike. Will consider smaller bike and cash. (213) 328-7435 or (213) 644-2468 Inglewood.

NOW MONTESA'S AT
SUZUKI CITY
250's—$495.00
1125 SO. LA. BREA, INGLEWOOD
(213) 674-1431

M/C ACC. HOUSE

Specializing in everything for your m/c—full Z-90 and Snell Helmets $12.95 & $16.95. NGK-70¢, Bubble Shields $3.75, Jackets $13.95, all oils 10% off – tires, batteries, etc. M/C Specialties Unlimited 6075 Van Nuys Blvd., Van Nuys,. (213) 785-0349 – Open Monday–Thursday 10-6, Friday til 9 – Sunday 10–3.

1965 TR6SC – Low mi. license, never raced, new pistons, valves, springs and many extra parts. You put together $575 or offer. (213) 472-2541.

1968 TRIUMPH Bonneville. Perfect condition $1,200 or best offer. (213) 886-7034.

YAMAHA TD1B road racer. Very good condition, many spares, Goodyear tires and fairing. Best offer over $550. Call (213) 886-8729.

'65 HONDA 305 Superhawk. Completely rebuilt top end. Runs perfect. New seat and chain $250. Also Ducati 250 front and rear wheels: Sell or trade. (213) 566-5826.

"DRAFTED"

66 Greeves 250 moto-cross. Excellent shape – not abused. After 5 (805) 259-9649.

WANTED: Hodaka engine and large 2 stroke basket (213) 596-3691. 5900 Marita, Long Beach.

'66 YAMAHA 80 heavy duty springs, Maverick shocks, Circle "I" sprocket, rake plate, skid plate, expansion chamber, fork brace, big tires, racing rotary valve $250 or best offer. (714) 521-0827.

'68 GREEVES 360 in the box. Save dollars. (213) 767-2457.

KAW A7 FRAME, forks, wheels, assorted gear, w/new racing Yokhamas. Take it all for $125. Byron (209) 487-2470, daytime. Please free your chickens, Earth creatures.

FANTASY!! Racing team??? You said it.

MATCHLESS G-85 500cc desert setup. Extras $800. GREEVES 250cc competition trials setup. Extras $425. TRIUMPH TR6 650cc street $500. Days, call (213) 583-3083 X 459. Nites call 434-6198.

'64 TRI. 650 TT

bike. All the best stuff, very, very fast $795. Goldstar scrambler, new engine, new tires, fast, with spares $599. Goldstar flattracker, frame, wheels, gearing, all perfect condition, drop in 650 engine and win. $235. Days till 5 (213) 374-1844.

KURT LOHMEYER

Is now selling Bultacos only, at the new Mitco Bultaco, 7229 W. Orangethrope, Buena Park. Come in and register for the drawing on a free Bultaco of your choice. (714) 522-6626.

TOP PAY FOR TOP MECHANIC

Excellent shop and dealer needs mechanic immediately. Knowledge of 2 and 4 cycle bikes plus good references a must. If you qualify call (213) 473-6717 Mr. Joseph.

CADMIUM PLATED BSA

Desert, 350cc, Ceriani forks, Bates seat, Matchless tank, Von Dutch paint. $495/best offer or trade for Van Tech frame plus cash. (213) 787-5031.

1969 JAWA ESO DT 500 Speedway – in stock. Also 1969 250 Moto-Cross – So. Bay M/C – 213 So. Pacific Coast Hwy., Redondo Beach, Calif. (213) 379-3344.

'67-3/4 BULTACO PurSang, engine completely rebuilt, Filtron, skid shield, extra ignition, good rubber, no dings, xlnt. condition. (Newhall) (805) 252-7675.

750cc TRIUMPH

(Webcor barrel & pistons) Ceriani's, glass tank & seat, Q-air cleaner, mag, many extras, super fast. Plus leather jacket & parts. $800.00. Santa Cruz. (408) 426-2151.

'69 HONDA 65cc. Runs good $165.00. 600 miles. (213) 423-6873.

U.S. DEALERS ATTENTION
IF YOU'RE NOT SELLING CYCLE NEWS, HERE'S YOUR CHANCE TO GET WITH IT!

YOUR CUSTOMERS will come back every week for CYCLE NEWS because each issue is filled with fresh, original reports of happenings on two wheels. Big bikes, little bikes, Ascot, customs, desert, drags, fun bikes, road bikes, scrambles, short track, TT's, transportation and trailing. CYCLE NEWS is partial to them all.

CYCLE NEWS, motorcycling's weekly newspaper is FIRST with competition results, FIRST with the news of interest.

YOU MAKE 10 cents on every copy bought and you have full return privilege, so why not give it a try? Minimum order is 10 copies and we pay shipping.

SEND THIS COUPON IN TODAY!

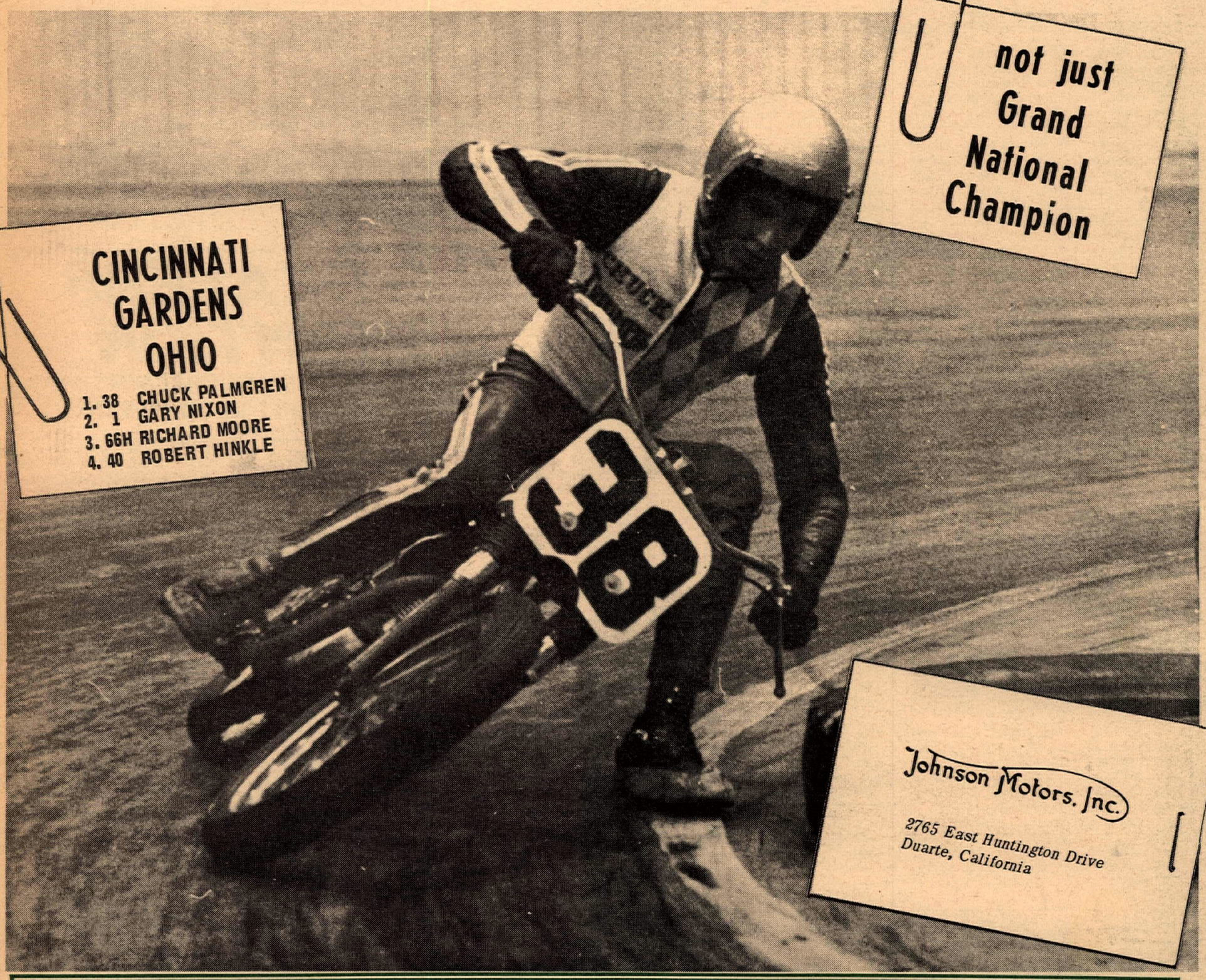
6477 N. Long Beach Blvd. Long Beach, Calif. 90805

OK, what can I lose, Start my store selling CYCLE NEWS with the next issue. I understand you will bill us monthly and I have full return privileges on unsold paper by tearing off the price tag and sending it in with my check for the balance.

☐ Check here if you want one of our chrome display racks and card for counter or wall. Price $1.50

Send CYCLE NEWS to:
Name of store _____
Address _____
City _____ State _____ Zip _____
Authorized by _____

TRIUMPH ®

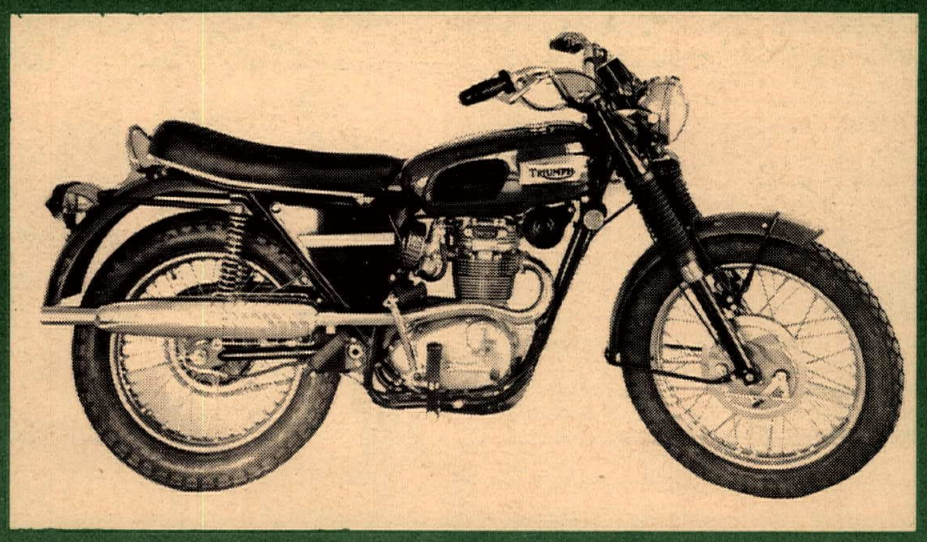


THE TROPHY 250/TR25W

Meet the light fantastic! Only 312 lbs., but chock full of the same precision engineering and craftsmanship you get in the bigger Triumphs.

For example, you get a Triumph four-speed gearbox, that flattens out the hills for you.

You get Triumph's latest double leading shoe brake. The same 7-incher we put on our Trophy 500. You also get Trophy type telescopic hydraulic forks with the big Twin internal damping design. Makes the 250 handle like a cat, on the road and off.



You get a 28 mm Amal concentric carburetor and air cleaner. A double-gear type oil pump. And an alloy cylinder head and barrel with large "square barrel" finning to keep its cool when the going gets tough.

You get to wear that slight sneer that all riders do when they finally make it to THE TRIUMPH.
In fact, you get an swful lot from a Triumph 250. And all you give up are your training wheels.